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## REPARATIONS.

### Naval as Well as Military Preparations.

(Reuter's Service.)

London, May 3.

The conference examined with Marshal Foch, Admiral Beatty, Field Marshal Sir Henry Wilson, Admiral Grassot and Generals Magline (Belgium), Mariotti (Italy) and Watanabe (Japan) the coercive military and naval measures to be applicable to Germany if she continues to default in her obligations. The plan of the occupation of Ruhr has been approved. The sanction, if necessary arises, will comprise naval measures, which are still being considered.

### Blockade of Germany or Occupation of Hamburg.

London, May 3.

Reuter learns from a French source that Marshal Foch submitted to the conference details of the conditions under which, if necessary, occupation of Ruhr can be undertaken with the co-operation of all the Allies immediately. Additional French troops recalled to the colours are ready and the military plan has been entirely agreed upon.

Admiral Beatty and Admiral Grassot detailed the naval operations which might be carried out by the British and French Fleets if deemed necessary. These include either the blockade of Germany or occupation of Hamburg with the co-operation of the land forces.

The Conference also approved a telegram to the United States Government inviting them again to be represented on the Supreme Council, the Conference of Ambassadors and the Reparations Commission. The conference this afternoon will definitely approve the financial programme. This will end the present conference. M. Briand returns to Paris to-morrow.

The conference to-day also took note of the commercial results of the economic sanctions approved by the recent London conference, which are described as most satisfactory. The receipts of the Allied Customs on the Rhine amounted 150 million paper marks in one month, or a total of 500 million gold marks in one year.

### Germany to Reply by the 12th inst.

London, May 3.

The communique issued shows that the Supreme Council sat for five hours until the evening, and completely agreed upon the substance of the communication to Germany. The Drafting Committee is drawing up the protocol to-right, which the Reparations Commission, due from Paris to-morrow morning, will despatch not later than the 6th inst. The German reply is due at the latest by midnight on the 12th inst. Germany has to pay £100,000,000 annually plus a 25 per cent. exports tax, and has also to give £6,075,000,000, in bonds now and in due course, bearing 5 per cent. of interest, with a sinking fund of 1 per cent. It is estimated that each series of bonds will be redeemed in thirty-seven years from date of issue. The interest is chargeable upon the Customs or other revenues acceptable to the Reparations Commission. The bonds are to be distributed among the Allies in the proportions already fixed.

Of the before mentioned bonds £600,000,000 are issuable now and £1,900,000,000 in November. The balance of £4,250,000,000 is to be issued in accordance with Germany's capacity to pay, of which the standard will be the product of the 25 per cent. exports tax. The amount required for the service of the £2,500,000,000 bonds issued now and in November will be £150,000,000. If hundred millions annuity export-tax exceed current interest requirements, further bonds will be issued to absorb the surplus. An additional 1 per cent. exports tax, making 26 per cent., will be charged. This will be earmarked as interest on the unissued bonds of £150,000,000 due to Belgium in respect of war expenditure borrowed from the Allies, and chargeable against Germany, included in the total of the foregoing bonds.

### Another Meeting of the Supreme Council.

London, May 3.

Contrary to anticipation the Supreme Council did not terminate its labours this evening. There will be another meeting to-morrow.

### India to Share in Indemnity.

London, May 3.

In the House of Commons, in reply to Sir John Rees, Mr. Montagu stated that the Imperial Government allowed the validity of India's claim to share in the indemnity from Germany as a member of the League of Nations. The amount is now being discussed.

### New Offer Said to Approximate to Allies' Terms.

London, May 4.

It is stated on good authority that the new German offer to the Allies was telegraphed from Berlin yesterday to the German Ambassador in Paris for transmission to the Reparations Commission. The offer is believed to approximate to acceptance of the Allied decisions reached in Paris at the end of January. It is presumed that the offer will be placed before the Supreme Council to-day.

### Berlin Depression over U. S. Reply.

Later.

The definite and emphatic nature of the rejection of the German Note by the United States has created great depression in Berlin. The reply is regarded as a sharp rebuff. The Cabinet met to discuss the situation, and it is reported that the Cabinet may follow Washington's advice and make a fresh direct offer to the Allies. The feeling generally is one of embittered resignation. It is further hinted that the reply may now influence the acceptance of Dr. von Sim's resignation.

## THE WORLD'S PAPER SUPPLY.

### India's Possibilities.

London, May 2.

Mr. Raith, an Indian Government cellulose expert, addressing the Society of Arts and referring to the dearth of newsprint owing to the reduced supply of wood, estimated that the world's consumption of paper was twelve million tons annually. He said that investigations by the Indian Forest Research Institute showed that only two vegetable substances were economically valuable for papermaking, namely, bamboo and savannah grasses. He opined that Burmah, Bengal and south-west India could produce ten million tons of bamboo pulp annually, and Assam three million tons of savannah grass pulp. Therefore, India could produce pulp for the whole world. There were prospects that bamboo unbleached pulp could be delivered from the United Kingdom at a cost of £16 or £18 a ton.

## CONSULAR BUILDINGS IN THE FAR EAST.

### Vote Granted After Discussion.

(Reuter's Service.)

London, May 3.

In the House of Commons, on the Vote for Consular buildings and residences in the Far East, Sir Frederick Banbury inquired as to the necessity for spending £53,515 on the acquisition of a site and the erection of a new Consular building at Tientsin. £22,000 for rebuilding the Consul General's house at Canton, £30,000 for rebuilding the Consular offices and assistants' quarters at Canton and £27,000 for the erection of a new Consulate residence at Harbin.

C. J. Gilmour, replying, said that as regards Tientsin all medical opinion had decided against the occupation of the present Nirrar building. £9,955 was required this year for the acquisition of ground, but the sale of the present ground was expected to realise £37,500. As against the necessary expenditure for new quarters, he thought that was a fair and reasonable proposition. As regards Canton he pointed out that severe floods had swept off many of the Shamen buildings. There was absolute need of repair, many being damaged. Reconstruction was being carrying out as economically as was commensurate with the dignity of our position. The Vote was agreed to.

## HOME RAILWAYS.

### Important Government Announcement.

London, May 3.

Sir Eric Geddes, in the House of Commons, said it had been arranged to pay the Railway Companies fifty-one millions in full settlement of various claims under the war-time agreements. A recent Departmental Committee assessed the possible liabilities at 156 millions.

Later.

In the course of an important announcement bearing on the future of British Railways, Sir Eric Geddes stated that an agreement between the Government and the Companies was embodied in a new Railway Bill which would also provide for the grouping of railways. The Bill was already widely endorsed by all interested concerned.

## THE CHINESE ENVOY IN ENGLAND.

### Exchange of Compliments.

London, May 3.

The Chinese Minister gave a dinner in honour of Chu Chi Chien, at which the principal guest was Mr. Fisher, Minister of Education. Proposing the health of Mr. Fisher, Dr. Wellington Koo dwelt on Chu Chi Chien's interest in educational systems. Mr. Fisher, replying, spoke of the interest of the British Government in maintaining good relations with the East. He declared that the British were greatly attracted to the Chinese by the latter's art, moral teaching system, religion, honesty, simplicity, and absence of pretence. Chu Chi Chien, replying, said that he was an ardent admirer of British institutions, and been much impressed by the genius of the English people. He was glad to note the increased interest in Oriental culture and civilisation.

## THE DISTURBANCE AT JAFFA.

### Alleged Communist Origin.

London, May 3.

The High Commissioner in Palestine telegraphs that the labour meeting in the Jewish suburb of Jaffa on May was disturbed by Jewish Communists, who were driven back to the mixed Moslem and Jewish quarter. An affray ensued, which many Jews and some Moslems were killed. Troops were summoned and restored quiet, but disturbances broke out in the morning, resulting in the deaths of several Jews and Moslems. Additional troops and police restored order. Altogether 39 Jews, and 10 Arabs were killed, while 170 Jews and 57 Arabs were treated in hospital for wounds. The troops did not need to fire and the proclamation of martial law was unnecessary. 66 arrests were made. The rest of the country is quiet.

## PRESBYTERIAN GENERAL ASSEMBLY.

### Archbishop of York Outlines Way to Reunion.

London, May 3.

The General Assembly of the Presbyterian Church of England, which opened to-day at Newcastle, is momentous for two reasons—firstly, for proposals to admit women to Eldership and authorise women of gifts and consecration to give addresses in the Church; secondly, for the fact that the Archbishop of York addressed the Assembly and received a remarkable ovation when he submitted the Bishops' Lambeth appeal for reunion of the churches cabled on Aug. 11, 1920. His Grace repudiated the idea of absorbing the Free Churches and said that the Bishops thought Free Churchmen could accept the Creed Nicene and Communion of the Sacrament, leaving communion in the Ministry as the most difficult field to be explored. The Moderator of the Assembly is Dr. Barclay, of Formosa.

## COALITION M.P.'s RETIREMENT.

London, May 3.

Brigadier-General Wigan, M.P. has resigned on business grounds. [At the General Election Brigadier-General J. Tyson Wigan was returned unopposed as a Co.-U. for the Abingdon division of Berks.]

## ALTERATION IN DAVIS CUP TEAM.

London, May 4.

Kingscote has withdrawn from the Davis Cup Team. Gordon Lowe has been selected. The team will probably play Lowe and Crawley for the singles and Lycett and Woonnam in the doubles.

## EXPORT CREDITS SCHEME.

### Opposition to Extension of Scheme to Far East.

(Reuter's Service.)

London, May 3.

It is stated that Eastern banking interests are opposed to extension of the credits scheme to British India and British possessions in the Far East, including Hongkong, on the grounds that the scheme will enable the Eastern importer to enter into fresh contracts with the British exporter through other channels than those having knowledge of his possibly having dishonoured bills running to large amounts.

## RUMOURED NEGOTIATIONS WITH SINN FEIN.

### Denial from Leader of the House.

London, May 3.

In the House of Commons at question-time Mr. Chamberlain declared that the Government had not sent any message to Sinn Fein or authorised anybody to open negotiations on their behalf.

[This is no doubt in reply to the rumour that Mr. O'Farrell, the ex-Lord Mayor of Dublin, had received semi-official overtures on the basis of Dominion Home Rule.]

### "Fierce Five-Hour Fight."

London, May 3.

Six Sinn Feiners were killed and 11 wounded and two soldiers were wounded in a fierce five-hour fight near Calbally, Limerick, between Sinn Feiners and the Crown Forces.

## JAPAN'S CROWN PRINCE.

### Departs from Gibraltar.

Gibraltar, May 3.

The Japanese Crown Prince departed at ten this morning. He was delighted with his visit and was given a farewell by the Governor, Admiral and personal staffs. The Katori and Kashima were escorted from the harbour midst royal salutes from ashore and aloft. The dressing and manning of British and American warships made a imposing scene.

## THE TOKYO MARU DISASTER.

### The Casualties.

New York, May 2.

It is reported that sixty-five were rescued from the Tokyo Maru. Eight are missing and one dead.

## TO-DAY'S CHINESE TELEGRAMS.

Peking, May 4.

It is reported that Tuan Chee-kwai and Tsan Yuk-kwai, two of the principal leaders of the Anfu clique have offered to subscribe \$200,000 towards the military expenses of the mission to Unga in exchange for their amnesty.

The difference between the Premier and Tao Kwan, Tuchun of Chihli, has been settled owing to the former having agreed to appoint one of Tao's party to the Ministry of Finance.

(Other Telegrams on Page 2.)

## AVIATION NOTES.

### (By "Meteorite".)

The increasing prevalence of the aeroplane and the ever-existent risk of accidents bring to the fore the question of the proper supervision and training of pilots. As in the case of automobiles, the safety of the public must receive primary consideration. In the proper training of the chauffeur his qualifications have to be considered so that only the most efficient be allowed to take part in an occupation that nowadays is so an irrational proportion of accidents, notwithstanding the attention given to it in the framing of traffic regulations and police supervision. In the same sense, the pilots of aeroplanes must be discriminately selected, only in this particular case, it demands closer investigation into the physical fitness of the man. It goes without saying that the first-class aviator must have perfect soundness of health more particularly as regards vision and sense. He must possess a finely-poised sense of balance and proportion, in other words, must fit into the mechanism of his machine and feel at one with it. Amusing as this notion may appear, its aptitude has been borne out by the testimony of the larger section of experts, and I note in this connection the suggestion by a contemporary, for the establishment of a higher school of aeronautics whereat only the most physically sound aviators be allowed to assume charge of machines. The suggestion is the more welcomed, seeing as it does at a time when unfortunately not a few accidents have taken place, which threaten to lower aviation in the estimation of the public. When placed against the number of motor accidents compared with the number of cars in existence, such proportion of risks as exist in aviation so far, may not be unduly irrational, but the resulting exaggerated notion of the risks which the lesser-informed public could be expected to derive from the circumstances, would bring a greater adverse effect on the trade than the efforts of propagandists could offset. For this reason the adoption by the delegates at a recent Allied Conference on Aviation of certain rules excluding men from operating aeroplanes whose qualifications fall short of certain fixed minimum requirements should receive far wider attention from the various companies concerned than it appears to have at present. These requirements cover substantially the points mentioned in this article. It was also pointed out that all pilots should not only be examined physically, before license, but kept under medical observation throughout their career as pilots. As the adoption of this rule has not passed into law, unfortunately no uniformity of rules exist at present in the countries that have seriously taken up the problem of aviation as a business proposition, and until such agreement is reached it is difficult to see how co-operation, such as was suggested, could be extended to bring about the required degree of safety that is at present endangered by the indiscriminate operation of aeroplanes and the lack of a proper law to ensure that efficiency.

## SHANGHAI CHAMPIONS.

### A Record Sweepstake.

It is already known in this Colony that the sweepstake in connection with the Shanghai Champions race, being ran at five o'clock this afternoon, will easily be a record for the event. Last year 21,000 tickets were sold but this year it has been decided to sell 40,000. A cable was received in the Colony to-day by a purchaser of tickets and the numbers given him were over 34,800, thus showing that there is every probability of the whole 40,000 tickets being disposed of. As the tickets are being sold at \$10 each, the first prize will be worth over \$200,000. Advances have also been received by those interested that Silver Streak is the favourite for the race, this pony, together with Old Bill standing highest in public estimation among the mounts that have so far qualified.

## CANTON NEWS.

In connection with the inauguration ceremony to take place to-morrow a great many labour guilds will take part in the processions and Chan King-ming, the Civil Governor, has ordered the Police Department to turn out all the available police to keep order. A small jade seal, made by the Jade Workers Guild, is to be presented to Sun Yat-sen to-day at a special ceremony. The seal, which is about one inch square and bears four characters, has cost \$600.

One of the Military Commanders has wired to the Military Government at Canton that as the military safety of the Province is becoming more and more critical, it is important that the soldiers should receive their pay punctually. He recommends that the whole of the revenue from the Salt Gabelle be devoted to military purposes and advocates strong measures against any who "dares to object."

## DAY BY DAY.

At the forthcoming annual meeting of the Hongkong Electric Company Ltd., to be held on 21st May 1921, the Board of Directors will recommend a dividend of \$1.50 per share.

## PLAYING THE PIANO AT 103.

Miss Agnes Gooding Reader, of Ashford, Kent, who celebrates her 103rd birthday the other day, still plays her piano.

## News in To-day's New Advertisements.

The feature film at the Hongkong Theatre to-night is "The Girl at Home."—Page 4.  
The second Gymkhana meeting of the season is being held on Saturday, commencing at 3.30 p.m.—Page 4.  
The annual meeting of the Constitutional Reform Association is being held in the City Hall on Wednesday next.—Page 4.  
The annual meeting of shareholders of the Hongkong Electric Company will be held on May 21.—Page 4.

## To-Day's Exchange.

The closing rate of the dollar, a demand, to-day was 2s. 6½d.

## The Weather.

2 p.m. Barometer:—29.71. Temperature:—63. Humidity:—77.

## Lighting-Up Time.

Lighting-up time to-day is 4.55 p.m.



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## EARLIER TELEGRAMS.

## THE REPARATIONS PROBLEM.

London, May 3.  
Admiral Grasset, the French Mediterranean Admiralissimo, in response to a summons from M. Briand, arrived in London this morning accompanied by a number of officers. There are numerous Allied naval and military officers in London awaiting orders at Downing Street. When the Supreme Council assembled at eleven this morning following a meeting of the financial experts, it was regarded as probable that the meeting of the Conference would last the whole day. M. Briand was shown the text of the American note to Germany and expressed pleasure at its tone.

Paris, May 3.  
Various units destined for the Rhineland entrained at several places yesterday in perfect order. There will be 400,000 men ready to occupy the Ruhr by May 9 according to the *Petit Parisien*, while the *Echo de Paris* says that the French Mediterranean Squadron has been chosen to effect a blockade of German ports, in which event British co-operation will be under the orders of a British Admiral.

Washington, May 3.  
Secretary of State Hughes in a note despatched on Monday evening informed Herr Simons that the German counter-proposals are unacceptable as a basis for discussion of the reparations question and he urged Germany to make the desire of the American Government for a prompt settlement "the vital question."

London, May 3.  
Nothing is known in British official quarters of the new German note to the United States. It is thought that the report must refer to Germany's recent message to America amplifying the proposals of the German note of April 24. No news of any new German proposals has been received.

## AMERICAN SHIPPING STRIKE.

London, May 3.  
The *Times* correspondent at New York reports that two hundred ships are held up in New York harbour as a result of the strike of six thousand marine engineers. The unions are instructing forty thousand seamen and firemen at Atlantic ports to strike. The daily loss by the strike is estimated at a quarter of a million sterling.

New York, May 3.  
The American Steamship Owners Association has rejected the suggestion of Mr. Hoover to submit the dispute with the marine workers to arbitration.

## ANOTHER U.S. STRIKE.

New York, May 3.  
Job printers employed on numerous plants throughout the country are striking owing to the proprietors refusing to grant a 44 hour week. It is estimated that nearly five thousand have already struck. In Chicago several newspapers have been compelled to cease publication or issue joint or curtailed editions.

## ANGLO-JAPANESE ALLIANCE.

Toronto, May 3.  
The *Montreal Star* severely criticizes Mr. Rowell for publicly advocating non-renewal of the Anglo-Japanese Alliance and points out that if Britain refused to renew the Alliance, Japan might turn to Soviet Russia and Germany. While Canada should make sure, preferably privately, that she was not bound to any programme which would require her to commit suicide for the sake of the Japanese, she must also recognise that the defence of the Empire involves widely scattered interests and Canada was not entitled to insist that every question in which she was more or less concerned must be treated as a Canadian question exclusively.

## JAPANESE LINER AFIRE AT SEA.

London, May 3.  
A wire from Astoria dated May 2nd says that the s.s. Tokuyasu Maru from Valparaiso to Hongkong is afire at sea. The crew have been rescued but it is feared the ship is a total loss.

## FRANCE AND CHINA.

Paris, April 30.  
A farewell dinner given by Chu Chi-chien, the Chinese President's special envoy to France, was attended by a number of prominent personalities of the scientific, military and political worlds, notably the Minister for Commerce M. Dior, the former Premier M. Poincaré, the University Rector M. Appell, Marshals Fayolle and Petain. The latter in his address stated that France remains profoundly pacific and is not moved by any imperialistic idea whatever.

## EARLIER TELEGRAMS.

## BRITISH COAL SITUATION.

London, May 3.  
As regards the shipments of French coal mentioned yesterday, the Transport leaders have appealed to the men not to handle the coal. It is declared in an interview that assurances have been received from Dutch, French, Belgian, German and Austrian workers that they will prevent the export of coal to Britain; furthermore, the attempt would be frustrated at British ports. It is said that feeling among the transport workers is such that coal importation will not be tolerated. Meanwhile two steamers from Belgium with coal arrived at Yarmouth on Sunday. The union labourers declined to unload them whereupon sufficient volunteers were forthcoming to discharge one steamer, the police protecting them.

The Government has agreed to allow racing at Kompton and Newmarket provided it does not involve the use of the railways.

## HOME RULE FOR IRELAND.

London, May 3.  
Ex-Lord Mayor of Dublin Farrell has stated that he has received a semi-official offer from the Government and described it as the biggest ever suggested; namely, the Government is prepared to give to Ireland dominion home rule subject to national defence safeguards immediately Ireland is ready to accept it. Farrell declared that he has submitted the offer to Dail Eireann.

## THE NEW CONSORTIUM.

## Discussion of Kensei-kai Leaders.

"It is as much disappointing as it is surprising, that Japan has apparently renounced her special position in Manchuria and Mongolia in participating in the China Consortium," was the statement made by Mr. Tanomogi, one of the Kensei-Kai leaders at the meeting of the political committee of the party. The speaker continued:

"It is the unanimous public opinion that Japan should hold her special position in Manchuria and Mongolia intact under all circumstances. Judging from the fragmental reports so far to hand from the American sources of information, it appears that the publication recently made by the Japanese Foreign Office regarding the Consortium is quite different in nature and contents from what is generally understood by the Americans, as the letter addressed recently from Mr. Hughes, Secretary to the States Department, to the President of Messrs. Morgan and Co., indicates. In the course of his statement in that letter, the new American Secretary to the State Department said that the principle of the open door and equal opportunity, which was so earnestly advocated by Mr. Hay, was at length realized Japan having now renounced her special position in Manchuria and Mongolia. Certainly if such be the real case, the Government must be held responsible for all the losses that Japan will have to suffer from such a serious concession."

Mr. Achida, another speaker, called attention to the fact that Japan's claim regarding Manchuria and Mongolia, never meant Japan's monopolization of all undertakings in Manchuria and Mongolia. Japan only wants to retain the right of preference in those quarters, in view of her vital interest there, and in view also of the priceless sacrifice she has so far paid for the districts.

"It was a serious blunder that Japan failed to take China into consideration before participating in the Consortium," stated Mr. Hamaguchi. The Powers' banking syndicate, hitherto organized for China, has been entirely of a political nature, but the present organization is as much economical as it is political. The Japanese Empire is so closely allied with China economically that the latter should be taken into confidence for settlement of all economical questions involving the two countries. Japan

## R.I.C. RESIGNATIONS.

## A Fifth of the Force in a Year.

Sir Hamar Greenwood gives the following figures on the forces in Ireland as relating to the preceding twelve months:-

	R.I.C.	Auxiliary Div.
Resignations	2193	131
Dismissals	226	33
Court - martial cases	19	15
Court - martial findings against accused	16	8

In the latter cases the sentence were:-

R.I.C. - Seven years' penal servitude, two years' imprisonment, 18 months' imprisonment, one year's imprisonment (in three cases), six months' imprisonment (in six cases), three months' imprisonment and a fine of £2 or 28 days' imprisonment. Auxiliary Division - Nine months' imprisonment (in two cases); six months' imprisonment, detained during His Majesty's pleasure, fines varying from £15 to £30 (in four cases).

[The establishment strength of the Royal Irish Constabulary is 9500 men.]

made a serious mistake when she failed to consult China before deciding to take part in the Consortium."

In conclusion the speaker dwelt on the future economic relations of the two countries, and proposed the following resolutions, which were unanimously passed:-

(1) "In participating in the China Consortium, Japan should claim the exception of not only Manchuria and Mongolia, but all her rights and interests so far established in China by virtue of treaties or an international agreement."

(2) "The new Consortium ought not to interfere with the rights of the Powers already established in China, leaving the surrender of these rights at the option of the Powers concerned."

(3) "The new Consortium should confine its activity within the field of railway, canal, and waterway enterprises of such dimensions only as to require an investment on a large scale."

An executive committee was appointed for further investigation of the situation in order to take a definite step against the Government on this question in the near future

## SHANGHAI RACES.

## Mr. Johnstone Wins the Derby.

(From Our Own Correspondent.)

Shanghai, May 3.

The favourite Half Moon Bay, Mr. Johnstone up, was the winner of the Derby this morning. The weather was wet.

The results of the second days racing at the Shanghai Spring meeting, for which we are indebted to the courtesy of the Hongkong Club, were as follows:-

The Chu-Ka-Za Cup—1/4 Mile.

Messrs. Winsome and Hasty's The Hawk (Mr. Hill) ..... 1  
Mr. Fasha's Red Skin (Mr. Dalglish) ..... 2  
Messrs. Eastwood and Harper's Greyhound (Mr. Harper) ... 3  
Time: 1.39.3/5.

The Race Club Cup—2 Miles.

Mr. Hellen's Ajax (Mr. Knoll) 1  
Messrs. C. and H. White's Kings Cross (Mr. Dalglish) ..... 2  
Mr. C. Knight's Sidelight (Mr. Bauld) ..... 3  
Time: 4.49.1/5.

The Shanghai Derby—1 1/2 Miles.

Mr. F. S. Gibbings' Half Moon Bay (Mr. Johnstone) ..... 1  
Mr. McBain's Golden Rod (Mr. Dallas) ..... 2  
Mr. Slogger's Kempston (Mr. Dalgarno) ..... 3  
Time: 3.33.3/5.

The Mongolian Plate—1/4 Mile.

Mr. Arcowin's Le Moet (Mr. Johnstone) ..... 1  
Messrs. Stephen and Stitt's Tarnished Silver (Mr. Brand) 2  
Mr. Moregold's Mainstay II (Mr. Hill) ..... 3  
Time: 1.42.3/5.

The Siccemei Cup—1 1/4 Miles.

Mr. Campox Old Bill (Mr. Bremner) ..... 1  
Mr. J. Rosenfeld's San Juan (Mr. Crockam) ..... 2  
Mr. Rennick's Rouble (Mr. Brand) ..... 3  
Time: 2.51.3/5.

The Grand Stand Stakes—1 1/4 Miles.

Mr. Robson's The Baby Bird (Mr. Brand) ..... 1  
Mr. L. Straetmans' Canimop (Mr. Crockam) ..... 2  
Messrs. Winsome and Hasty's The Falcon (Mr. Hill) ..... 3  
Time: 3.00.2/5.

The Shanghai Stakes—1 1/4 Miles.

Capt. Babuson's Guldborg (Mr. Crockam) ..... 1  
Mr. Robson's Sea Bird (Mr. Brand) ..... 2  
Mr. Powhattan's Rio Negro (Mr. Johnstone) ..... 3  
Time: 3.32.1/5.

The Spring Cup—1 1/4 Miles.

Mr. R. W. Wingrove's One of Them (Mr. Dalglish) ..... 1  
Mr. W. Lent's Mountebank (Mr. Dallas) ..... 2  
Mr. M. O. Springfield's Tads-worth (Mr. Springfield) ... 3  
Time: 3.01.1/5.

The Scurry Stakes—7 Furlongs.

Mr. Denis' Seignas (Mr. Crockam) ..... 1  
Mr. John Peel's Blazing Corn (Mr. Johnstone) ..... 2  
Messrs. J. Bendin and M. Speelman's Le Lunatique (Mr. Knoll) ..... 3  
Time: 2.00.1/5.

The Tientsin Plate—1 Mile.

Mr. Risk's Co-insurance (Mr. Crockam) ..... 1  
Mr. Belinda's Tyneside (Mr. Wulleumier) ..... 2  
Messrs. Potts and Haljim's Fighting King (Mr. Brand) 3  
Time: 2.17.

The Peking Stakes—1 1/4 Miles.

Mr. W. S. Jackson's Stancliffe (Mr. Dalglish) ..... 1  
Mr. M. Speelman's Zandam (Mr. Knoll) ..... 2  
Messrs. Jackson and Sparkes' Wild Love (Mr. Johnstone) ... 3  
Time: 3.04.2/5.

## DOINGS OF THE DUFFS

## Tom Agrees With the Professor

## BY ALLMAN





## NOTICE.

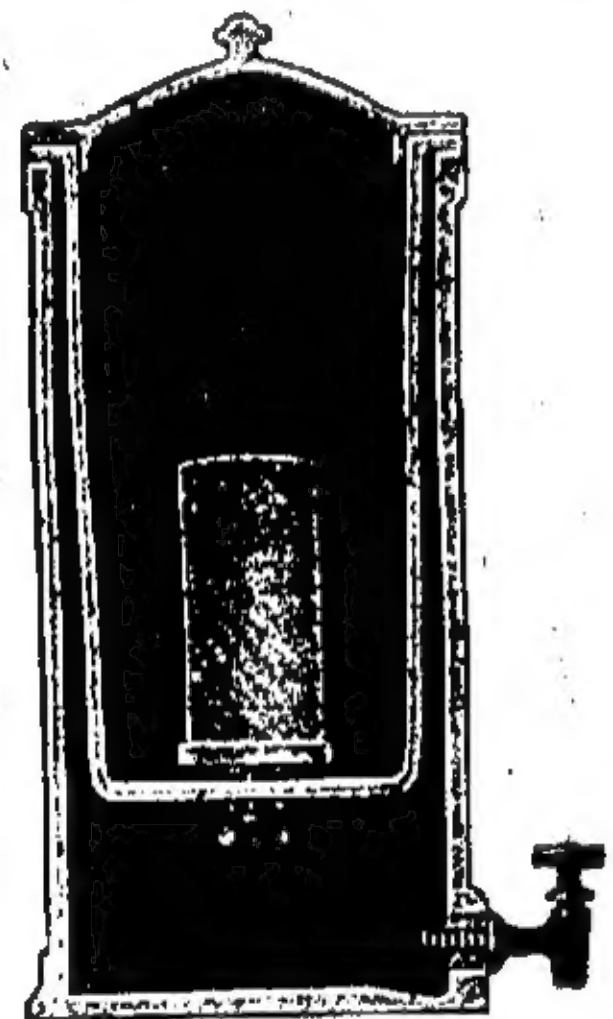
## JUST ARRIVED

The following latest Music for Piano

Coral Sea  
Avalon  
Japanese Sandman  
Whispering  
Naughty Waltz  
Chile Bean  
My Little Bimbo  
I'd love to fall asleep  
Swanee  
Venitian Moon

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THE PURITY OF YOUR DRINK-  
ING WATER IS OF THE  
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Is thoroughly Reliable  
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Manufacturers & Exporters of High Grade Furniture.  
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A new consignment of  
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Highly recommended in cases of  
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JUST received a large Consignment of (1) LACTOGEN the most digestive food for Infants which keeps good in quality during Hot Weather; (2) LACTOSE (Milk Sugar) for sweetening the foods of Infants and Dyspeptics; (3) MILFORD-McGRATH FLUID INSECTICIDE the Best Fluid for destroying Fleas, Mosquitoes, Bugs, Flies and all other Insect Pests in Summer days; and (4) JOHN CAHILL'S GOLDEN FLEECE, MAGIC and CINDERELLA SOAPS for keeping everything clean in Houses.

PRICES are Very Moderate. Inspection and Enquiries are cordially invited.

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**SHIU FUNG TAI & CO.**

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47 and 48 Connaught Road Central, Hongkong.  
Telephone No. 1239.

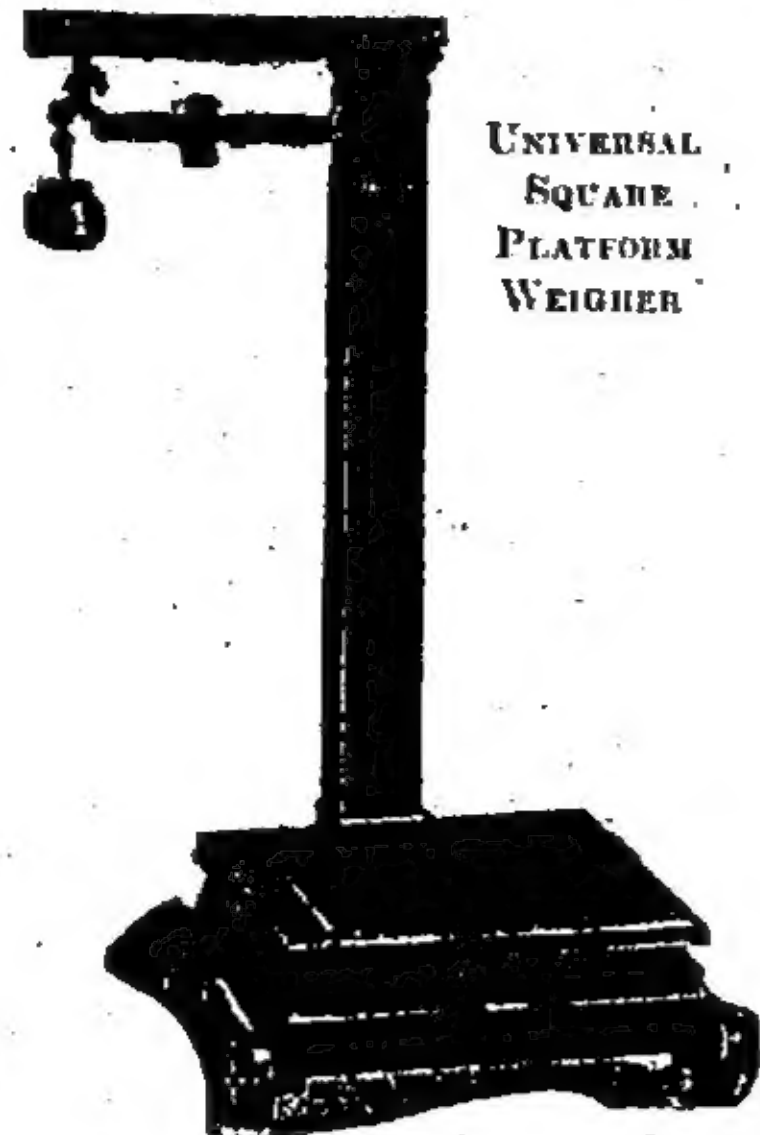
## NOTICE.

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**TESTING MACHINERY.**  
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## PHILIPPINE SHIPPING.

## Lack of Port Facilities.

If the planters and Government will co-operate in the project the United States shipping boards is prepared to inaugurate a steamship service to small ports of the Visayan and southern Philippine islands that will put the planters in direct touch with their markets abroad by means of through bills of lading that will for example, carry comparatively small shipments of hemp from an island port to any interior point in the United States.

On such bills of lading, signed by the steamship authorities, planters could go to their local banks and get the payments they called for, because they would make it possible to establish banks to handle foreign drafts and bills of lading.

With a view to inaugurating such a steamship service Joseph P. Marias, head of the United States Shipping board in the far east, and John B. Armstrong, Manila agent of the Admiral steamship line, have just completed a trip to ports of Mindanao on the steamer Albay of Fernandez Hermanos' service.

They found so many difficulties in the way of the project that they are not yet ready to make a decision upon it; but Mr. Marias says that none of the difficulties are in any way insurmountable if a wide-awake policy is adopted and continued. He assured the planters with whom he spoken in Davao, the most important of the ports concerned that if the service is once inaugurated by the shipping board it will be continued indefinitely. He regards it as a feeder service for deep-water ships, similar to routes in China he has recently opened.

But he could scarcely believe the evidences on every hand of the backward times in Mindanao, and while he has already succeeded in China he hesitates to make the experiment in the Philippines.

"One thing required for the development of these smaller ports," said Mr. Marias, "is a dock-building plan. Instead of dribbling small appropriations out to these places from year to year which are too small for the undertaking of adequate projects, each year a large sum should be spent to construct a dock and provide facilities at one port; and then a board of harbour commissioners, selected from the planters and business men of that point should be named to administer the port and assess tonnage and other fees for the maintenance of the dock.

"These fees would not be excessive. They would, in fact, effect a material economy."

"For example, it is conservative to say that the port of Davao ships an average of 10,000 piculs of hemp a month. A tonnage fee of five centavos a picul would provide a dock maintenance fund of P500 a month, which would be ample.

"Good docks would save the planters about 50 centavos a picul in handling charges alone.

"The district engineer there showed me his plans for repairing the present dock, from which the 'apron' was torn away by the weight of less than 300 tons of hemp. The plans simply contemplate building another 'apron' the size of the one which gave away which would bring the end of the dock to a depth of only 13 feet of water. But if the dock were extended 25 feet and the 'apron' widened to 50 feet, there would be 30 feet of water at low tide and deep-water ships could dock and load cargo at minimum cost of time and expense.

"I was also surprised to learn that there are only two standard baling machines at Davao, and worse still, no government inspector to grade the hemp from the rich Davao gulf region, that produces the best hemp in the world—the only hemp for which there is a market today.

"The hemp is for most part baled loosely, in bundles approximating a picul each in weight. It is shipped by ton-weight instead of by ton-measure. The Albay brought approximately 8,000 piculs of this loose stuff to Manila, carried 600 tons of water ballast to make up for the light cargo and left 700 piculs of hemp on shore because there was no room for it. If the hemp had been properly baled all of it could have been taken aboard. This is only one example of what the planters must do for themselves if they desire to have the interisland freight rates reduced.

"I told them that the day should soon come when then their plantation marks would be as well known in St. Louis and Peoria as they are in Davao; it only requires baling and inspecting the hemp at Davao, instead of shipping it in loose, irregularly sized bundles to Manila and entailing extra freight charges and handling expenses.

"At points where are no docks and the cargo offered does not justify building them, the planters could club together and buy caecos, load them in advance of the arrival of steamers off shore, and have them ready with stevedores selected from the plantation laborers to go alongside the steamers when they drop anchor and put the hemp aboard at minimum cost and loss of time.

"We took on 800 piculs of hemp at a southern point of Mindanao. There were no caecos; cargadores carried the bundles out to where they could load them into the ship's boats, and these boats, each carrying a few bundles at a time, were towed by a small, asthmatic launch. We arrived at this point at 6 a.m. and were not through loading the 800 piculs of hemp and discharging a few hundred sacks of rice and crates of other cargo until 4:35 p.m.

"Such inefficiency must be overcome by the planters before better steamships and lower rates may be expected to be placed on interisland runs.

## JAPAN AND MEXICO.

## A Land to Develop.

Mexico, says the *Yorodzu*, is a country to which the Japanese people should pay the greatest attention. First, its area is five times as great as that of this country. Secondly, it is mostly healthy in climate. Thirdly, it is rich in natural resources. There is an abundance of gold, silver, copper and other minerals. Petroleum is annually exported to the value of \$100,000,000. It raises every kind of agricultural produce. From cattle and horses, sheep and pigs, to timber and fruits, it abounds in everything. To such a country as this, people should actively go even in defiance of some opposition. America has already invested there \$2,100,000,000. Britain, \$800,000,000, France \$600,000,000, and Spain, \$300,000,000. Even German, Belgian and Italian capital is largely laid out there. These nations are not liked by the Mexicans, but they have courageously advanced in spite of that. On the other hand, the Japanese are in great favour with the Mexicans, but few Japanese go there. Mexico is the only country where the Japanese are welcomed, but the Japanese Government refrains from sending emigrants thither. Many Mexicans believe themselves to be descended from Japanese and have special love for the Japanese, while Mexican women are glad to marry Japanese.

In these circumstances, the Mexicans will joyfully receive them with open arms should Japanese capitalists go and invest their money in Mexico for the development of its great natural wealth. Many people here, however, are afraid of American feelings. Too anxious to humour the Americans, they fear that Japanese advances in Mexico may incur American displeasure. But this is an unnecessary fear. Are not many Americans out in the East? Despite that they have extensive territories at home, the Americans must needs extend their hands to the Far East, and they are steadily encroaching upon China, Korea, Manchuria and Siberia. So it would be truly outrageous of them should they object to Japanese emigrants to Mexico, too, not content with raising loud out cries when a few of the overflying population of a poor and small country like Japan find their way to their own shores. But should America perchance protest against Japanese going to Mexico, Japan should retaliate by protesting against Americans coming to China, Korea, Manchuria and Siberia. So long as the Americans are freely advancing wherever they like and unhesitatingly intruding even upon Japan's spheres of influence, it would be simply silly of the Japanese to refrain from going to Mexico. What reason could America have for objecting to economic developments on the part of Japanese in Mexico? But if they should object to Japanese activities in Mexico, that would give Japan a handle for taking America to task for her unrestrained proceedings in China and other parts of the Far East. So even if it be only for securing a means of checking the arrogance of America in the East, Japan should start the work of developing Mexico. It is to be hoped that the Government in this country should promptly decide upon a sound Mexican policy in co-operation with enterprising men of business.

The *Yorodzu* is evidently out for trouble.

## GENERAL NEWS.

## JAPANESE COLONIAL ADMINISTRATION.

A Tokyo report says:—The Government has decided to hold a Colonial Conference in the middle of May, at which the Government policy toward Korea, the leased territory of Kwantung, and Formosa is to be deliberated with the object of improving the methods of government in these places.

## WAGE CUTS FOR 1,550,000 WORKERS.

The *Labour Gazette* for March states that in the industries for which statistics are collected, changes in rates of wages during February affected about 1,625,000 workpeople, of whom 70,000 received increases, amounting to £3,700 in their weekly wages, and over 1,550,000 suffered decreases, amounting to nearly £450,000 a week. Among those who had reductions were 1,200,000 coal miners and about 200,000 woollen and worsted operatives.

## NOTICE.

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FOR SMART DESIGNS IN

## BATHING SUITS



FOR  
MEN  
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ALSO  
BATHING  
CAPS  
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**KOH-I-NOOR**  
MADE IN CZECHOSLOVAKIA  
THE PERFECT PENCIL

Is your pencil a  
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or only an imitation?  
This famous pencil is sold by  
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To look their best—let them benefit by expert Alfred Hardy treatment. For cleaning, dyeing, tailor-pressing, repairs and renovations use the Alfred Hardy Service.

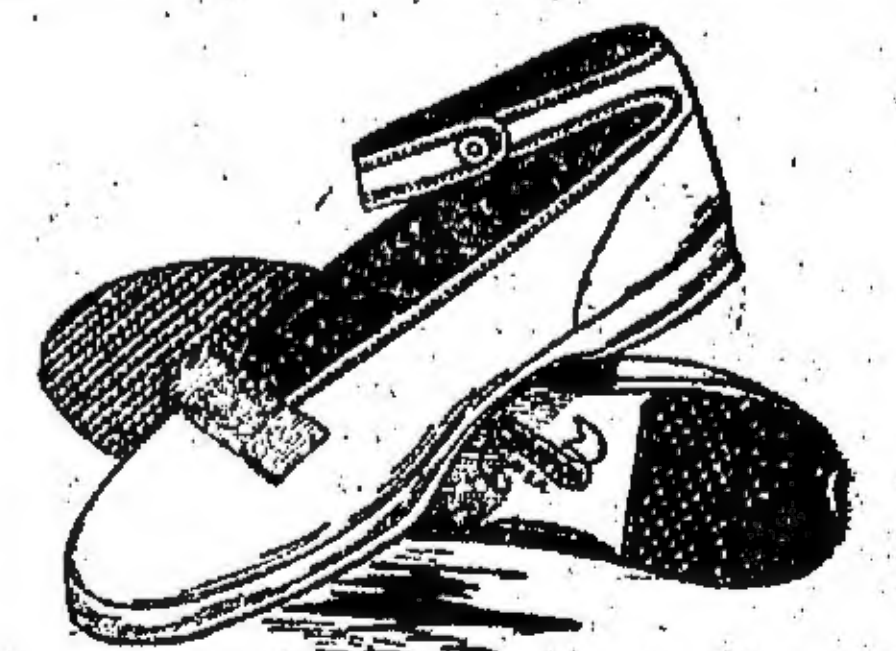
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Cleaners &amp; Dyers.

Agents,

## DISS BROS.

LADIES'  
SUMMER  
FOOT-WEAR  
OF



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AND  
THE BEST QUALITY  
AT  
LOW PRICES.

COME AND CHOOSE YOUR OWN.

**THE SINCERE CO., LTD.**  
FOOTWEAR DEPARTMENT.



## TYRES! TUBES! TYRES!

NEW SHIPMENT JUST RECEIVED.

Prices of Tyres and Tubes.

Size.	Make.	Prices.	
		Tyres.	Tubes.
28 x 3	Fisk (Clincher-Motor cycle)	25.00	9.000
31 x 4	Fisk (Clincher)	60.00	13.00
31 x 4	Sioux (Clincher)	80.50	13.50
33 x 4	Dunlop (Straight side)	75.00	13.50
33 x 4	Sioux (Straight side)	88.50	13.50
34 x 4	Fisk (Clincher Plain tread)	60.00	15.50
34 x 4	Fisk (Straight side) N.S.	70.00	15.50
34 x 4	Sioux (S.S.)	90.00	15.50
34 x 4	Dunlop (S.S.)	95.00	15.50
35 x 4	Dunlop (Clincher)	95.00	16.00
35 x 4	U.S. Chain (S.S.)	100.00	16.00
37 x 5	Dunlop (Clincher or S.S.)	130.00	20.00
815 x 105	Sioux (Clincher)	75.00	14.00
880 x 120	Sioux (Clincher)	105.00	17.50

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Tel. 482 &amp; 3552.

## THE HONGKONG ELECTRIC CO. LTD.

Notice is hereby given that the Thirty second Ordinary General Meeting will be held at the Company's Offices, St. George's Building, on Saturday, 21st May 1921, at 11.30 a.m. for the purpose of presenting the Report of the Directors together with a Statement of Accounts to 28th February 1921, and electing Directors and Auditor. The Transfer Books of the Company will be closed from the 14th to the 21st May, 1921, both days inclusive.

By order of the Board of Directors,  
GIBB, LIVINGSTON & Co. Ltd.  
Agents.  
Hongkong, 4th May, 1921.

St. John's Cathedral  
Monday, May 9th  
at 9.15 P.M.

ORGAN RECITAL

Vocalist

Mrs. A. M. Bowes-Smith.

## THE UNITED MOTOR CO. LTD.

33 &amp; 35 DES VOEUX ROAD.

DISTRIBUTORS OF "SH LL" GASOLINE

AND

GARGOYLE MOBILOILS.

Tyres and Accessories at reasonable prices.

All of the above could be obtained at either of the following branches:—

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HONGKONG MOTOR CO. 141 Praya East  
KOWLOON GARAGE Corner of Salisbury and Canton Roads.

Cars Garaged and repaired both in Hongkong and Kowloon under direct supervision of trained European Motor Engineers.

Excellent Livery Service both HONGKONG and KOWLOON at reasonable rates.

## ROPEWAYS LIMITED.

Economical Transport by Aerial Ropeways

Original Manufacturers of

ROE'S Patent System of Aerial Rope Tramways.

Contractors tendering for proposed reclamation and removal of Morrison Hill should call on us.

ACEAL/REISS &amp; CO.

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No. 3, Queen's Building, Ice House St.

Telegrams: Aceal Hongkong.

Telephone: No. 673.

## Gymkhana Notes and Times.

By "Wireless."

As was expected, Mr. Harold Seth will not be able to ride at Saturday's Gymkhana, as his left ankle, which he sprained whilst playing polo, is not yet in order. I understand that Mr. Doyle has been booked to steer Parran in the main event, (Gymkhana Stakes, one mile). Speckled Mouse has scratched for this

event, owing to its still being lame, and Louza, with Major Timmis up, will fill the gap. Hongkong Chief is not moving so well, but Spotted Sand is in his usual form. The best gallop this morning was made by Jawleyford, this pony covering the three-quarter of a mile in 1.37, finishing the

last half in 1.04, with 30.3 for the last quarter. Parran's mile in 2.14.5 is worthy of consideration. Spoilt Child, though covering the mile in 2.11, did not finish well. Louza put up a good mile in 2.14.5, while Bolshevik and Pawnshop are both moving well. This morning's times were:—

PONY'S NAME.	Distance	Time							
		1/4	1/2	3/4	1	1 1/4	1 1/2	1 3/4	Last
Pantile	3/4	35	1.10	1.42	---	---	---	---	32
Givenchy	3/4	35	1.10	1.41.2	---	---	---	---	31.2
Spynie	1	37	1.12	1.46	2.18	---	---	---	32
St. Anthony	1	39	1.15	1.49	2.20.3	---	---	---	31.3
Moorland King and Tweedledum	1	46	1.24.3	1.59	2.30	---	---	---	31
Jawleyford	3/4	33	1.06.2	1.37	---	---	---	---	30.3
Hongkong Chief	3/4	34.1	1.09	1.42	---	---	---	---	33
Flywheel & Hatton	1	40	1.16.2	1.50	2.21.3	---	---	---	31.3
Lighting	3/4	33.3	1.07	1.40	---	---	---	---	33
Spoilt Child	1	32.3	1.06.1	1.38.3	2.11	---	---	---	32.2
Quo Vadis	3/4	41	1.18	1.50.2	---	---	---	---	32.2
Leighton and Mystic	1	36.1	1.09.2	1.42.2	2.16	---	---	---	33.3
Scamperdale	3/4	32.2	1.04.1	1.36.2	---	---	---	---	32.1
Neston	1	42.4	1.19.2	1.54	2.26	---	---	---	32
Frampton	1	41	1.18.3	1.55	2.26.1	---	---	---	31.1
Frome	1	35.3	1.10	1.44.3	2.17.2	---	---	---	32.4
Carpenter	1	38	1.15	1.50	2.22	---	---	---	32
Bolshevik	1	39	1.12	1.45.2	2.16.2	---	---	---	31
Glad Eye	1	38.3	1.15.3	1.51.3	2.23.1	---	---	---	31.3
Stanley Chief	1	39	1.17	1.54	2.27.3	---	---	---	33.3
Kandy Chief	1	43	1.20	1.55	2.28	---	---	---	33
Harlequin	1	34.3	1.06.3	1.40.1	2.13	---	---	---	32.4
Tiddleywinks	3/4	37	1.13	1.43.2	---	---	---	---	30.2
Dunspot	1	41.2	1.19.2	1.52.3	2.23.4	---	---	---	31.1
Louza	1	34.2	1.08.4	1.42.4	2.14.4	---	---	---	32
Dekho	1	38	1.14.2	1.49.4	2.24.1	---	---	---	34.2
King Henry	1	41.3	1.17.4	1.53.3	2.27	---	---	---	33.2
Mountain Bear	1	36	1.09	1.44	2.17.1	---	---	---	33.1
Mountain Stream	3/4	36.2	1.10.2	1.41.2	---	---	---	---	31
Beggar King	3/4	38	1.14	1.52	2.24.3	---	---	---	32.3
Blackspot	1	37	1.11	1.44	2.14.4	---	---	---	30.4
Parran	1	35.3	1.12	1.46.2	2.16	---	---	---	29.3
Spotted Sand	1	37.2	1.13.2	1.48.1	2.18.4	---	---	---	30.3
Pawnshop	1	36.1	1.11	1.45	2.17	---	---	---	32
Birdshop	1	39	1.12	1.46.3	2.20.1	---	---	---	33.3
Merrysand	1	36	1.12.3	1.46.3	2.17.3	---	---	---	31
Forest Child and Dandy	1	45	1.21.2	1.57.3	2.28.2	---	---	---	30.4
Child	1	35.2	1.10.2	1.45.1	2.17.1	---	---	---	32
Tuckshop	1	---	---	---	---	---	---	---	---
Workshop	1	---	---	---	---	---	---	---	---

## HONGKONG &amp; SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the Register of Shares of the Corporation will be closed from Thursday 5th May to Saturday 28th May (both days inclusive) during which period no Transfer of Shares can be registered.

By Order of the Court of Directors,  
A. G. STEPHEN,  
Chief Manager.  
Hongkong, 28th April, 1921.

## NOTICE.

NOTICE IS HEREBY GIVEN that the partnership heretofore subsisting between John Owen Hughes and Andrew Forbes carrying on business as Merchants and Commission Agents at Princess Building, Victoria, Hongkong, under the style or firm of Harry Wicking & Co., has been dissolved as from the 30th day of April 1921 so far as concerns the said Andrew Forbes who retires from the said firm. All debts due to and owing by the said late firm will be received and paid respectively by the said John Owen Hughes who will continue to carry on the said business under the style or firm of Harry Wicking & Co.

Dated the 2nd day of May 1921.

JOHN OWEN HUGHES,  
ANDREW FORBES.

## THE CANTON INSURANCE OFFICE LIMITED.

NOTICE TO SHAREHOLDERS.  
The fortieth Ordinary Yearly Meeting of shareholders will be held at the Offices of the undersigned on Thursday, the 19th May 1921, at Noon.

The Transfer Books and Register of Members of the Company will be closed from the 5th May to the 19th May, both days inclusive.

At this Meeting a Resolution will be proposed dealing with the remuneration to the Consulting Committee.

JARDINE MATHESON &amp; CO., LTD.

General Agents.

Hongkong, 29th April, 1921.

## NOTICE.

## HONGKONG &amp; SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that an EXTRAORDINARY MEETING of the SHAREHOLDERS of the Hongkong and Shanghai Banking Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the 28th day of May, 1921, at NOON, for the purpose of considering and if thought fit of passing the following resolutions:—

1. That the Directors of the Hongkong and Shanghai Banking Corporation be and they are hereby requested and authorised by and on behalf of the shareholders of the Company to take the steps necessary for the introduction of an Ordinance into the Legislative Council of the Colony of Hongkong and for the enactment of the same by the Governor of Hongkong with the advice and consent of the Legislative Council thereof to effect the amendments necessary to the Ordinances under which the Company is incorporated and carrying on business so as to allow of the capital of the Company being from time to time increased from 20 millions of dollars to 50 millions of dollars.

2. That the Capital of the Hongkong and Shanghai Banking Corporation be forthwith increased from \$15,000,000 to \$20,000,000 by the creation of 40,000 New Shares of \$125 each to be issued at the price of £70 on the terms after mentioned. Shareholders on the Eastern Registers to pay for their allotments at the rate of exchange for the Company's demand Bills on London on the day on which the instalments are due.
3. That the said New Shares be in the first instance, in such manner as the Directors shall prescribe for that purpose, offered to shareholders in the proportion of one New Share for every three shares of which on the 28th day of May, 1921, Shareholders shall respectively be the registered Holders, and that any New Shares not accepted by Shareholders within the time limited by the Directors for that purpose be disposed of and allotted by the Directors in such manner and at such price as in their discretion they shall think best in the interests of the Company.

4. That the payment of the sum of £70 per share for each of the said New Shares be made as follows, viz.:—1st instalment of £35 on the 1st day of July, 1921, 2nd and final instalment of £35 on the 1st day of October, 1921.

5. That the Directors issue to Shareholders, holding shares less than or not a multiple of three, a fractional certificate in respect of each share less than three or in excess of a multiple of three and allot one New Share to every person who shall produce three such Fractional Certificates on or before the 1st day of July, 1921, and pay the first instalment in respect thereof.

6. That after payment of the first instalment, and pending payment of the remaining instalment, Scrip Certificates in such form as the Directors may determine be issued in respect of such New Shares entitling the holders on payment of the remaining instalment, and subject to such other terms as to approval, date for lodging scrip certificates and otherwise as the Directors may prescribe, to be registered as the owners of the shares respectively represented by such Scrip Certificates.

7. That interest at the rate of 6 per cent per annum be allowed out of the profits of the Company on instalments paid in advance of the dates when the same become due, and that registered holders of Scrip Certificates for New Shares be entitled, in respect of such New Shares, to participate in future dividends on an equality with the old shares, in proportion to the instalments paid up, and from due dates for payment of same.

## NEW ADVERTISEMENTS.

## WANTED.

WANTED.—Board Residence. Single man requires board residence in Hongkong. Must be quiet locality. Middle level preferred. Apply Box 561 c/o "Hongkong Telegraph."

WANTED.—Lady Yorkshire Terrier Dog (thoroughbred) would like to meet Gentleman of same Nationality view to Matrimony. Box 559 c/o "Hongkong Telegraph."

WANTED.—Lady. Stenotypist seeks position in any office. Apply Box 556 c/o "Hongkong Telegraph."

## TO BE LET.

TO LET.—7 Roomed House with spacious garden and Garage, in Peace Avenue, Ho Mun Tin. Furnished or unfurnished. Apply to A. Lopes c/o The Bank Line Ltd. or 7 Liberty Ave., Ho Mun Tin.

TO LET.—Comfortable well furnished flat from June 1st Every Convenience, 2 minutes from Ferry. Suit married couple. Apply Box 563 c/o "Hongkong Telegraph."

TO LET.—Flats in Tavri Building, Nathan Road, Kowloon. No. 37, 2nd Floor & No. 41, Ground Floor. Apply to J. P. Vasunia, 38, Wyndham Street, 1st Floor.

## NOTICE.

## HONGKONG CRICKET CLUB.

NOTICE IS HEREBY GIVEN that a GENERAL MEETING of Members will be held in the pavilion of the Club on TUESDAY, the 10th May 1921 at 8.30 p.m. for the purpose of confirming the following resolutions which were passed at an extraordinary general meeting of members held on the 14th day of April 1921.

1. That the present Hongkong Cricket Club be wound up, and the Committee be authorised to take all necessary steps for that purpose.
2. That the Committee be authorised to register a Company limited by guarantee not exceeding \$100 per member, on the terms of the Memorandum and Articles of Association which will be submitted to the Meeting.
3. That the Committee be authorised to assign and hand over to the new Company, when registered all the assets of the Club.

By order of the Committee  
L. S. GREENHILL,  
Hon. Secretary.  
Hongkong, 2nd May, 1921.

## HONGKONG JOCKEY CLUB.

The Second Gymkhana Meeting will be held (weather permitting) at the Happy Valley, on Saturday, May 7th, commencing at 3.30 p.m.

The Charge for admission will be \$1 for others than Members of the Hongkong Jockey Club. Soldiers and Sailors in uniform Half price. The Stewards invite the Ladies of Hongkong to be present.

## NOTICES.

We have authorised Messrs. Reginald Mein Austin, Cedric Charles Boyd and Allan Brown Stewart to sign for the Company "per procuracy" from this date.

JARDINE, MATHESON & CO., LTD.  
Hongkong, 1st May, 1921.

## THE COWIE HARBOUR COAL COMPANY LIMITED.

## SILIMPON COAL.

The undersigned are prepared to quote prices for best quality freshly mined SILIMPON COAL, trimmed into Bunkers at SEBATTIK or SANDAKAN (British North Borneo) or to contract for regular Bunker Supplies for 6 or 12 months at favourable rates.

Steamers calling at SEBATTIK or SANDAKAN exclusively for Bunkers are exempt from payment of ordinary Port Charges. The minimum draft of water alongside the Company's Wharf at Sebatik is 24 feet at low water Spring Tides. Charges of Cowie Bay (Sebatik Harbour) and any required information concerning the port can be had on application to

BRADLEY & CO. LTD.  
Agents,  
The COWIE HARBOUR COAL CO. LTD.

## CONSTITUTIONAL REFORM ASSOCIATION OF HONGKONG.

The FOURTH ORDINARY ANNUAL GENERAL MEETING of the Constitutional Reform Association of Hongkong will be held in the old Chamber of Commerce Room, City Hall, on WEDNESDAY, 11th day of May, 1921, at 5.30 p.m., for the following purposes:—

To receive the Report of the Committee and Statement of Accounts to 31st December, 1920.

To consider the following resolutions:—

- (1) That all non-Chinese members of the Legislative Council be elected.
- (2) That a larger electoral body be, adopted in the case of all such non-Chinese members with the exception of the Representative of the Hongkong General Chamber of Commerce.
- (3) That there be an Unofficial majority on the Legislative Council with such safeguards as are provided in the Constitution of Ceylon.

To receive the Report of the Committee and Statement of Accounts to 31st December, 1920.

To consider, in conjunction with the Members of the Kowloon Residents' Association, any resolution which may be moved in regard to the increase of House Rate, and any other Municipal matters.

To elect the Officers and Committee for the ensuing year.

By order of the Committee.

L. M. WHYTE,  
Hon. Secretary.  
Hongkong, 4th May, 1921.

## PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction on

Friday, the 6th May, 1921, commencing at 2.30 p.m. at their: sales Rooms, Duddell Street

A Quantity of Valuable Household Furniture comprising:—

Teak hatstand with bevelled mirror, Chesterfield Couches, Armchairs, Roll top desk, writing table, card table, Oil paintings, Pictures, Electric table lamp and fans, Carpets, Vases and ornaments etc.

Teak dining table and chairs, sideboard, dinner wagon, ice chest, tea table, cutlery and glassware, etc., etc.

Double brass mounted iron bedsteads, teak wardrobe, dressing table, chest-of-drawers, toilet crockery, lace curtains, etc.

Also  
A few pieces of Blackwood-ware

And  
1. Cottage Piano  
2. Gramophones with records  
1. Wardrobe Trunk

On view from Thursday the 5th inst.

Catalogue will be issued.

Terms: Cash on delivery  
LAMMERT BROS.  
Auctioneers.

THE Undersigned have received instructions to sell by Public Auction on

Monday, the 23rd May, 1921, commencing at 10.30 a.m. at the premises of the China Mining & Smelting Co. Ltd. Lowu,

The Plant of the above mentioned Company comprising all the Machinery, Tools, Spares, etc.

(To be put up in one Lot. Should the property be not disposed of in this manner, the plant will be sold piecemeal).

Terms: Cash on delivery

N. B. Intending purchasers can travel by the train leaving Kowloon at 9.15 a.m. and can return by the train leaving Sum Chuen at 11.40 a.m.

Inspection orders may be had on application to the undersigned.

LAMMERT BROS.  
Auctioneers.

For The Hongkong & Shanghai Banking Corporation,

A. G. STEPHEN,  
Chief Manager.

Hongkong, 28th April, 1921.



## NOTICE.

## THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND  
PASSENGER SERVICES.

## LONDON SERVICE

(Direct)

"AGAPENOR" 24th May London, Amsterdam & Hamburg  
 "MACHAON" 14th June London, Rotterdam & Hamburg  
 "ANCHISES" 23rd June London, Amsterdam & Antwerp  
 "LAOMEDON" 12th July London, Amsterdam & Antwerp  
 "MENTOR" 19th July London, Amsterdam & Antwerp

## LIVERPOOL SERVICE

(Direct or via Continental Ports)

"TYDEUS" 20th May, M'les, Havre, L'pool & G'gow  
 "EURYADES" 9th June Genoa, M'les, L'pool & G'gow  
 "OANFA" 15th June Marseilles, Havre & Liverpool  
 "BELLEROPHON" 24th June Genoa, M'les, L'pool & G'gow

## PACIFIC SERVICE

(via Kobe and Yokohama)

"PROTESILAUS" 4th May }  
 "TEUCER" 25th May } Victoria, Seattle & Vancouver  
 "TALTHYBIUS" 15th June }

## NEW YORK SERVICE

(via Suez or Panama)

"KNIGHT COMPANION" 27th May, via Panama  
 "ANCHISES" 23rd June, for London  
 "MENTOR" 19th July, for London

For Freight and all Information Apply to

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AGENTS.

## CONSIGNEES.

NOTICE TO CONSIGNEES.

TOYO KISEN KAISHA.

THE Steamship

"SEIYO MARU."

The above named Steamer arrived Tuesday the 3rd May, 1921. Consignees of cargo are hereby notified to present their Bills of Lading for countersignature, and take immediate delivery from alongside steamer or the Company's Godown, where all cargo impeding immediate discharge will be landed at Consignees' risk.

Storage will be assessed on cargo remaining undelivered after Monday, 9th May, 1921.

All broken, chafed and damaged packages will be landed into the Company's Godown, where same will be examined on Thursday, the 12th May, 1921 at 11 a.m.

No claims will be recognised after the goods have left the steamer or Godown, and none will be entertained if presented later than three weeks after arrival of steamer.

No fire insurance whatever will be effected.

Y. TSUTSUMI,  
Manager.

Hongkong, 3rd April, 1921.

## CONSIGNEES.

NOTICE TO CONSIGNEES.

THE ADMIRAL LINE.

The Steamship

"MONTAGUE"

having arrived from Portland, Ore. via ports, on 28th inst., consignees are hereby notified that their cargo is being landed at their risk into the Hazardous and/or Extra-Hazardous Godowns of The Hon Shan Godown Co., 16 & 17 Kennedy Town Praya, Hongkong, and stored at consignee's risk.

Consignees of cargo must produce an Import permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 10 a.m. on May 3rd by the Co's Surveyors, Messrs. Goddard and Douglas.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognized. No claim will be recognized after the goods have left the Godowns, and cargo undelivered on and after May 4th 1921, will be subject to rent.

No fire insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC MAIL S.S. CO.,

United States Shipping Board

Emergency Fleet Corporation

Managing Agents,

The Admiral Line,

5th Floor Hotel Mansions.

Hongkong, 27th April, 1921.

## WIRELESS ON THE CHINA COAST.

## A Plea for Stricter Regulations.

The loss of the Hong Moh with a heavy death toll and more recently the Hsintien with further loss of life has again brought forward the question of wireless on local coast vessels. There is no need to dilate at length on the number of lives and the property that this science has been the means of succouring and saving—they are universally known. But whilst radio installations have been fitted to practically every British coasting steamer trading on the British coasts, it is unreasonable to enquire why the local shipping companies are still so "backward in coming forward" in this respect? Surely the cases of the Haurato, Brisbane, Lionshing and Hsintien are a terrible indictment and a forceful argument in favour of the installation of wireless on local steamers, while there have been, in addition to the totally lost vessels named, numerous cases in recent years of local ships becoming disabled at sea with no other means but visual of summoning assistance, states a writer in *Shipping and Engineering* (Shanghai).

That all shipowners seem not alive to the value of wireless as regards the saving of their property, if not lives, is, to say the least, extraordinary, yet apparently they remain apathetic. There is no other coast in the world where there is such a continuous stream of floating traffic and yet where there is such a lack of life-saving apparatus, as the China Coast, yet seemingly nothing is done or attempted to remedy or ameliorate this deplorable state of affairs. But let us, for a moment, digress on the Merchant Shipping Wireless Telegraphy Act of 1919 as it applies to British vessels. Chapter 38, Section 1, of this Act reads:

"Every sea-going British ship registered in the United Kingdom being a passenger steamer or a ship of 1,600 gross tonnage or upwards shall be provided with a wireless telegraphy installation and shall maintain a wireless telegraphy service which shall be at least sufficient to comply with the rules made for the purpose under the Act, and shall be provided with one or more certificated watchers at least in accordance with these rules. Provided that the Board of Trade may exempt from the obligations imposed by the Act any ships or classes of ships if they are of opinion that, having regard to the nature of the voyages on which the ships are engaged or other circumstances of the case, the provision of a wireless telegraphy apparatus is unnecessary or unreasonable."

From the foregoing section it may be assumed that:

(1) The Act only applies to vessels registered in the United Kingdom.

(2) That an exemption from the provisions of the Act may be obtained.

It, therefore, follows that if the British shipping companies on this coast are not desirous of installing wireless on their vessels, they simply change the port of registry from a U.K. port to a Colonial port. Should they, for reasons of their own, be averse to this procedure, they still have recourse to the Board of Trade for exemption from the Act. And such is the attitude of that paternal institution the B.O.T., whose susceptibilities for the shipowner are only too well known. There is always the convenient loophole, meanwhile loss of life seems to be disregarded. The United States law calls for the installation of wireless on all vessels entering or leaving American ports with 50 or upwards as the complement of passengers and/or crew. The writer recalls

the case of a British steamer of "tramp" type owned by a well-known [sic] firm of South Wales owners. A vessel of 9,800 tons d.w., her crew list totalled 51. Her first charter was to Italian and Black Sea ports. So far, so good. But on a subsequent cotton charter from Gulf ports it was borne on her owners that, as this would necessitate touching North American bunkering ports on her homeward voyage, she would be amenable to the provisions of the American wireless laws, so the simple device was resorted to of reducing the crew list to 49 as a total, thereby evading the Act! The authenticity of the foregoing incident is vouched for and though it is not a local case, is just quoted to show how laxity when compiling a law for the benefit of the Merchant Service, is seized on by the not over-scrupulous for the benefit of themselves without apparent regard to the safety of human lives which may be involved.

To revert to the question as regards the China Coast. Whilst it is, in the case of vessels plying regularly on the rivers, and harbour craft, unnecessary that wireless should be fitted, there are other runs which demand urgent attention, the Swatow-Singapore-Bangkok passage as an instance. Vessels of the premier companies engaged on this trade, embark, on an average, between 1,000 and 1,500 coolies at Swatow and Singapore. The voyage from Singapore to Bangkok, 840 miles, occupies approximately four days. As the total personnel of the European staff on these ships is six it will easily be understood that, in the event of any trouble ensuing amongst the coolie passengers en route, the officers are placed at a great disadvantage in that their only means of summoning assistance if required, is visual. The possibility of a fracas occurring amongst a thousand odd frenzied coolies with but six white men endeavouring to hold their own and no hope of obtaining assistance other than may, by luck, happen to be in the immediate vicinity, is far from pleasant. To argue that such a position has not arisen in the past is poor assurance as to what may and can happen at any time. Then again there are the vessels engaged on the Hongkong-Tientsin run. Given fair weather this passage occupies, in the ordinary course of events, six days. In the winter months and beating against a heavy northerly gale, ten days or more is not excessive to allow for the same run. The plight of a vessel broken down and using the Inshore passage through stress of weather and to economize on coal consumption, needs but little imagination. Equipped with wireless the chances of saving that ship, should she become stranded, are increased one hundred per cent. for, fitted with a radio installation, the arrival of assistance would be a matter of hours, and, as every seaman who is acquainted with this coast is aware, every hour is precious when it is a question of saving a vessel. It is common knowledge that the gales or typhoons which are met with in the China Seas are the fiercest of their kind and accentuating the perils from these storms is the fact that the China Coast abounds with other dangers in the forms of uncharted rocks and sunken reefs. The yearly casualty list of ships lost directly and indirectly as the result of these storms calls for immediate action on the part of those concerned for whilst admitting that the cost of installing and maintaining wireless installations on a large number of vessels is no small item of expenditure, the outlay would be infinitesimal compared with the advantages gained and the reduction of risk to life and property resulting from its installation.

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Call Flag "L"

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50 B.H.P. now in stock  
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Harbour Engineers, K.604 &  
K.622.  
Telegrams "SEYBOURNE."

THE CALIFORNIA ANTI-  
ALIEN PROBLEM.

Mr. Root's Mission.

Mr. Elihu Root has been in California for some weeks, studying the California-Japanese situation on behalf of the Federal Administration.

President McBean, at the Chamber of Commerce annual dinner, said the Chamber was giving Mr. Root all the information possible. President McBean and other speakers declared that the question was not for the West to settle, as it would ultimately be between Washington and Tokyo.

Former President Frederick Koster said: "We have a tremendous future across the Pacific, and it is incumbent upon us to take a broad and generous attitude and to sympathize with the aims of the people there. In doing that we need not sacrifice one iota of our rights, nor permit one inch of encroachment, but we must be

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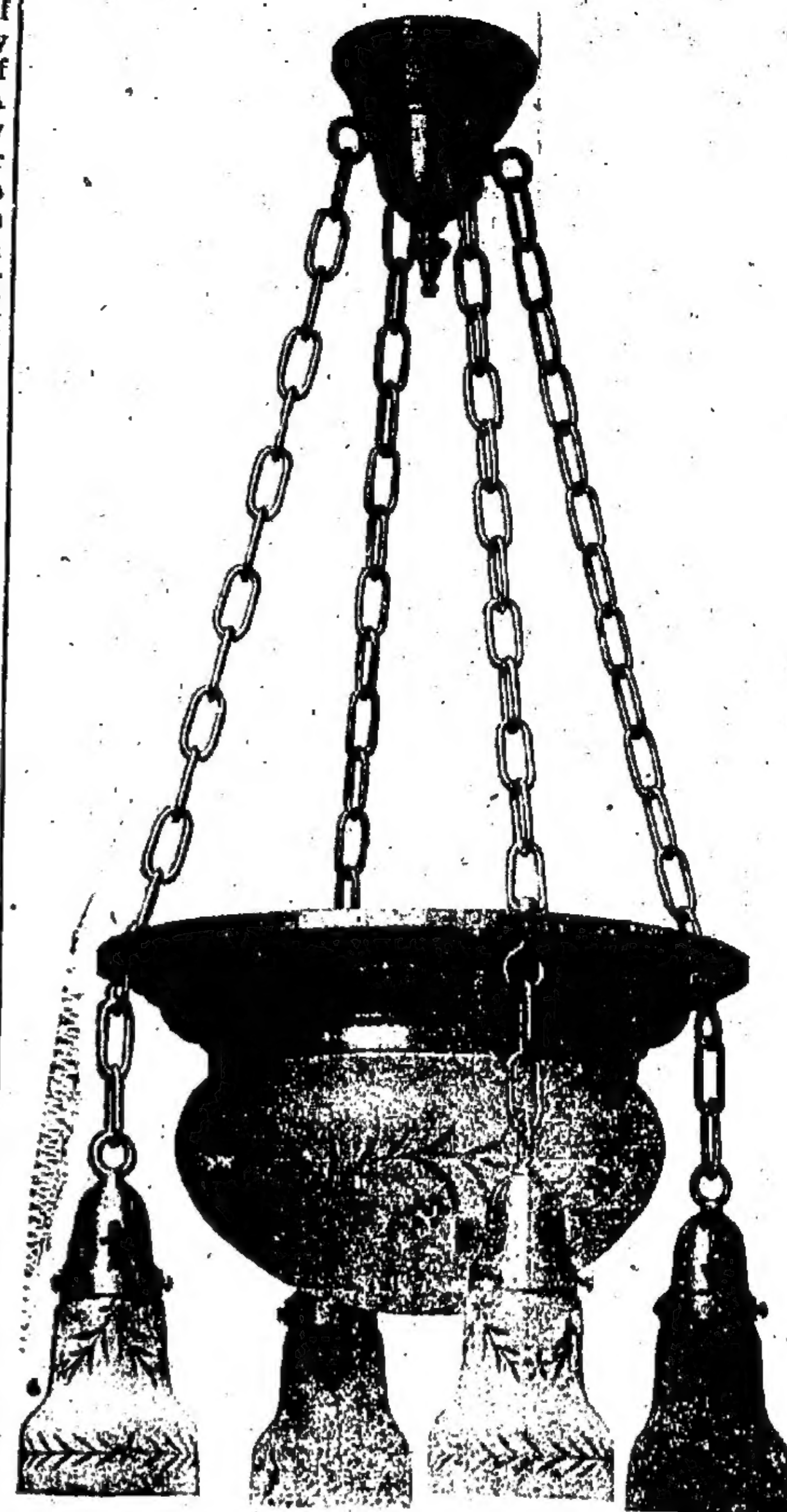
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## JAMES STEER.

9, ICE HOUSE STREET.  
WATCHMAKER AND JEWELLER.

CHRONOMETERS, CLOCKS, WATCHES AND NAUTICAL  
INSTRUMENTS REPAIRED UNDER MY  
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STEAMERS.JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAM-  
BOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

## HONGKONG-CANTON LINE.

Sailings:—To Canton daily at 8 a.m. (Sundays excepted) & 10 p.m.  
From Canton daily at 8 a.m. (Sundays excepted) & 5 p.m.

SERVICE OF THE HONGKONG, CANTON & MACAO  
STEAMBOAT CO., LTD.

## HONGKONG-MACAO LINE.

To Macao—Daily at 8 a.m. and 2 p.m. (Sundays at 9 a.m.)  
From Macao—Daily at 8.00 a.m. and 2 p.m. (Sundays at 5 p.m. only).

Further information may be obtained at the Coy's Office, Hotel Mansions  
or from Messrs. Tros, Cook & Son, Booking Agents, Hongkong.

fair and generous, and must set  
the pace for the balance of the  
nation."

Mr. Root is apparently obtaining  
his chief information from the  
leaders in business circles instead  
of from politicians, which bright-  
ens the outlook for a settlement  
devoid of prejudice.

Mr. D. K. Grady, chief of the  
Foreign Trade Department of the  
Chamber of Commerce, announced  
that he is organizing a trade  
excursion of San Francisco's lead-

ing business men to the Far East.  
They intend to visit Yokohama  
and several other cities, but the  
date of their departure is not yet  
fixed.

## ROYAL MARRIAGE.

A Berlin message states:—Ex-  
Crown Prince Ruprecht, of  
Bavaria, and the Princess  
Antoinette of Luxemburg were  
married in the Hehenburg Castle  
in Upper Bavaria in the presence  
of the Royal families.

## FRECKLES AND HIS FRIENDS

You Have To Use Your Imagination on Tag's Pictures!

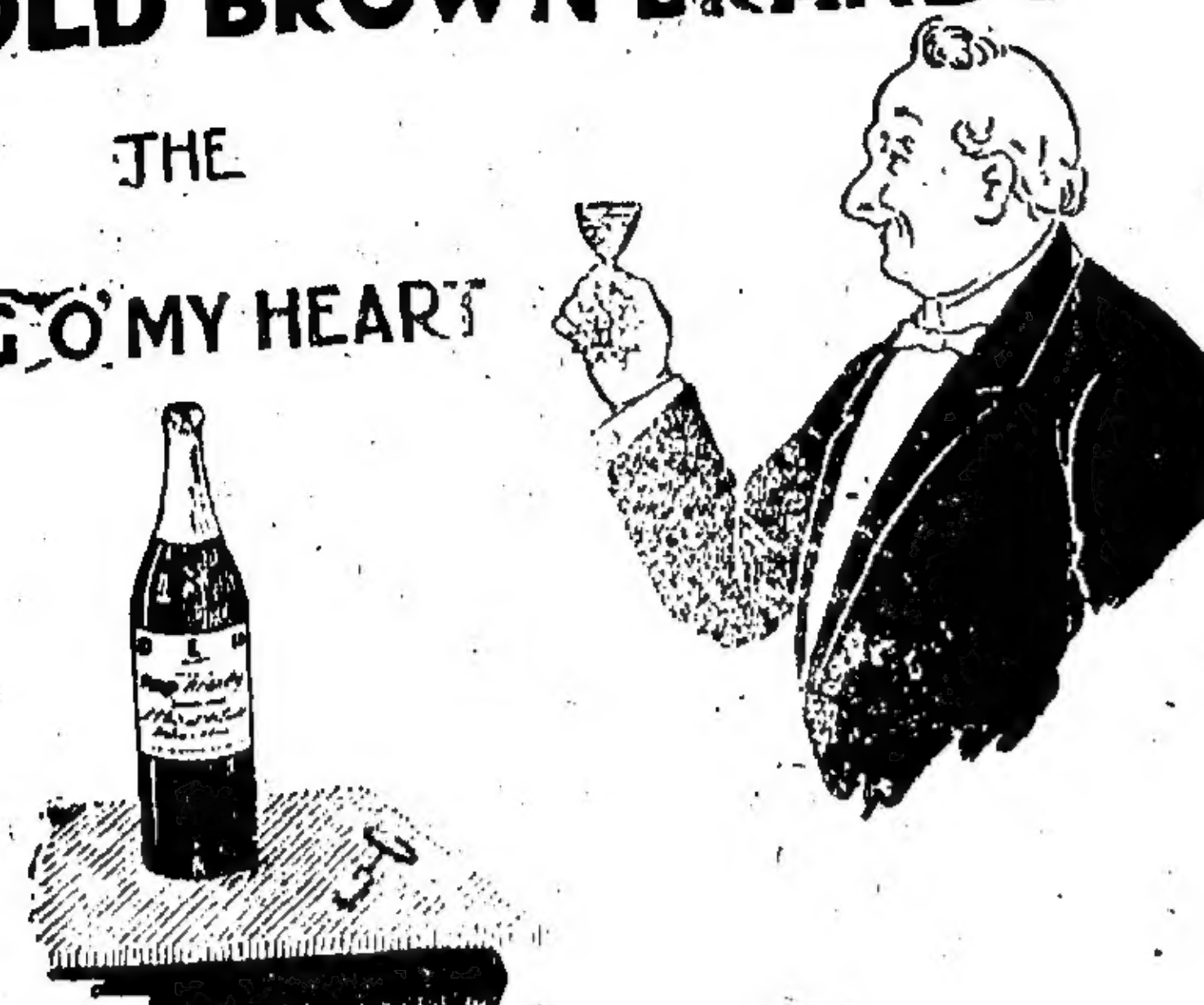
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**OLD BROWN BRANDY**

THE  
PEG O' MY HEART



**A. S. WATSON & CO., LTD.**  
HONGKONG

## The Hongkong Telegraph

HONGKONG, WEDNESDAY, MAY 4, 1921.

### MR. LANSING AND SHANTUNG.

Doubtless Mr. Lansing's much-anticipated narrative, "The Peace Negotiations," of which a lengthy notice appeared in our yesterday's issue, will give rise to many differences of view. It is practically an indictment of the course pursued by President Wilson in relation to the Peace Treaty and the League of Nations. The author sets out seven points upon which he disagreed with the President. Even if the President's dismissal of his Secretary of State be regarded as abrupt, not to say brusque, a Britisher's sympathies are likely to be with Mr. Wilson rather than with Mr. Lansing in regard to the majority of these points. For instance, a leading grievance of Mr. Lansing is that the President favoured the League of Nations. It makes curious reading to see Mr. Wilson charged with "sacrificing his idealism" in order to have the Covenant of the League "written into the Peace Treaty." By the usual process of reasoning, one would say that this was precisely the step to ensure, so far as Mr. Wilson could ensure, the realisation of his idealism. Mr. Lansing, however, extends the charge by asserting that the President, in his anxiety to consummate the League, sacrificed the principles of self-determination and open diplomacy. The ex-President has planned to reply, not by his own pen, but by members of his Administration, and as the reply is likely to make its appearance ere long we shall probably be in possession of both sides of the story at no distant date.

Naturally the point of particular interest in the Far East is that concerning Shantung, and here the author stands upon more favourable ground. Mr. Lansing states that, in accordance with instructions from the President, he and other members of the American commission conferred with both the Japanese and the Chinese delegations, as the result of which they reported against the transfer of the Shantung territory to Japan. The President, Mr. Lansing thinks, was at that time of the same mind, but Mr. Wilson, apprehensive of Japanese withdrawal from the Conference and rejection of the League, acquiesced in the decision of the Council of Four, although Mr. Lansing and his colleagues insisted that the risk of withdrawal was unreal, since Japan would not willingly relinquish her place as one of the Big Five. This agrees pretty well with the current version of the episode, and it is likely enough that in this matter Mr. Wilson felt impelled to agree against his will. The outcome, including China's refusal to subscribe to the Peace Treaty and the boycott of Japan, is a commonplace of Far Eastern history.

When the pact came up for ratification at the Peace Treaty, Japan made an informal offer to return the territory at some future date upon conditions. As victor in the engagement with Germany, Japan might reasonably claim that she succeeded to Germany's rights only that the concession formed part of the territory not only of a friendly Power but of an ally. Originally Japan doubtless hoped to hold the area. Pressure has modified her attitude. China's passive but stubborn resistance, in which she has considerable sympathy from the Powers, especially the United States, has resulted in some of the Japanese openly favouring a revision. Mr. Lansing says that at the Peace Conference "China was abandoned to Japanese rapacity"—which may be an overstatement in both respects. So far as the Powers were concerned, perhaps they saved their consciences with the hope that one day the territory would revert to the country of which it forms part. Japan has, indeed, intimated willingness to open negotiations direct. China prefers the League of Nations to adjudicate upon conditions—various undertakings and enterprises have been established in the territory. But when matters have proceeded thus far, the problem should not prove insoluble.

### NOTES & COMMENTS.

#### "Cornstalks" in England.

Rather early in the English cricket season the Australian team, probably on account of its lengthy programme, has opened its tour, and a very good opening too, even if the opposition, Leicestershire, is of moderate calibre. The visitors are again captained by Warwick Armstrong, a typical "Cornstalk" of 6 ft. 2 in. or 6 ft. 3 in., whom some of his compatriots classed as a "has been" when the selection of the eleven to meet the M. C. C. team was under consideration, only to find that the veteran was a power still. At the time Captain Douglas's men arrived in Australia, the writer hazarded the prediction that they would give a good account of themselves. As the Cornstalks swept the board in the Test matches, he has small cause for congratulating himself upon his prescience, whether the M.C.C. team was unlucky, as many say, or not. Just before the Australian team's embarkation skipper Armstrong indulged in a forecast, saying that he expected his side to be as successful in England as they had been in Australia, which constrains one to play the prophet again. The Australians will need to be a powerful bowling side indeed to win all five matches outright this time, because in England there is a time-limit. On the whole, it may be doubted whether the visitors will win a majority of the Test matches. But with such redoubtable old stagers as Warwick Armstrong and Warren Bardsley supporting Australia's brilliant recruits, the Mother Country will need to produce different form from that shown during the M.C.C. tour.

#### Organising China's Army.

With the aim of binding the various provinces more closely to the Central Government and of converting the provincial troops "into a positive and beneficial force," the Chinese Ministry of War is working on a plan to set aside a definite monthly military fund for each province and to improve the education of the soldiery, states a Peking report. In principle the plan is good. One hopes that the improved education will not have the result of setting up a Protectorate Guard rule, which, if possible, would be even more baneful than the Tuchun system. We have sometimes wondered that the soldiery have not so acted, and have concluded that the lack of education has—fortunately in such a case—been inimical to initiative and cohesive method. Instances here and there probably have occurred. It is in some degree reassuring to read that the lectures are to be based upon patriotism. The reform, however, involves the whole question of Chinese administration. Hitherto a favourite device of the Tuchuns has been to make deductions, and pretty substantial ones, before remitting the taxes to the Central Government. How does Peking propose to deal with this phase of the problem?

#### Wages Reduction.

One of the smallest of Reuters' cables yesterday contained a very important item of news. The message read: "The Federation of Engineering and Shipbuilding Trades' ballot resulted in 45,169 votes in favour and 35,963 against acceptance of reduced wages." In that one sentence is a sign of the times well worth noting. The labour disputes that have, unfortunately, been so common since the slump in industry have mainly centred around the wages question and a demand on the part of organised workers that little if any reduction should be made. The present coal strike is all a matter of workers' remuneration. The high wages of the late war days were a necessity to meet high cost of living, but with prices tumbling in all directions (at least that is the story of those at home) there must inevitably come a corresponding drop in the remuneration of the workers. The engineers and shipbuilders seem to have recognised this and the result of their ballot is a testimony to their levelheadedness. In order to bring the price of goods down and facilitate a return of brisk business there must be a reduction in producing costs and if the workers at home would be content to co-operate, even for a short while, with employers towards the achievement of that end then the industrial prosperity and happiness of Britain would be brought a great deal nearer. True, there must be a sacrifice on both sides but recent indications have led one

### DAY BY DAY.

HONOURABLE INDUSTRY ALWAYS TRAVELS THE SAME ROAD WITH ENJOYMENT AND DUTY, AND PROGRESS IS ALTOGETHER IMPOSSIBLE WITHOUT IT.—Samuel Smiles.

Among the passengers who left by the s.s. Pyhrus yesterday were Mr. and Mrs. W. H. Drummond and Mr. C. Blaker.

The engagement is announced of Miss Rose H. Lee daughter of Mrs. W. R. G. Lee of 35 Robinson Road to Mr. Chow Yat Kwong eldest son of Mr. and Mrs. Chow Shou Son of 7 Excelsior Terrace, Robinson Road.

Yesterday's return of notifiable diseases in the Colony shows that there were two fatal cases of plague, three cases of small pox (two fatal) and one fatal case of enteric fever. All the sufferers were Chinese.

The return interport volley ball match between Hongkong and Canton will take place to-morrow at 4 p.m. sharp at the Chinese Y.M.C.A. Bridges Street. The public is invited to witness the game as a close and well contested match is anticipated.

A disturbance took place on Blake Pier shortly after 8 o'clock last night when one of the habitués insisted on sitting on the seats at the pier head without paying the two cents charge. He was put under arrest and was fined \$5 at the Magistracy this morning.

Ernest Downes was charged at the Magistracy this morning with disorderly behaviour whilst drunk and also with assaulting a ricksha coolie. Defendant said he only remembered he was drunk, but had no recollections of the assault. Inspector Willis said defendant's conduct in the charge room was objectionable. He expostulated on a constable. Mr. Orme imposed a fine of \$10 and ordered Downes to pay \$1 compensation to the ricksha coolie.

A notorious undesirable, who had been banished twice and gaoled many times previously, was this morning charged before Magistrate Orme with the theft of \$5 from a compatriot. The complainant, the master of a junk, felt a tug at his pocket in the street yesterday, and discovered the loss of \$5 in small change. Defendant was arrested on suspicion by a district watchman. He was sentenced to twelve months' imprisonment with hard labour.

The discovery of a quantity of arms in a box on the s.s. On Lee yesterday led to the arrest of one of the passengers, a Chinese lately returned from America by the s.s. China. Proceedings were taken out against the man at the Magistracy this morning, and after hearing the circumstances, the Magistrate (Mr. R. E. Lindesell) fined him \$200 and ordered the conditional confiscation of the arms, (a Mauser pistol, a revolver and 2,000 rounds of ammunition) for three months, during which time defendant can apply for the return of them on the production of a valid export permit issued by the Canton Superintendent of Police.

Owing to the efforts of Dr. Denman Fuller the debt incurred in connection with the recent improvements and repairs to the Cathedral Organ, which stood at \$2,500 has been reduced to \$300 during the past few months and the collection at the Recital on Monday next will be devoted to the object of freeing the instrument from debt. The vocalist will be Mrs. Bowes Smith who we believe has not sung in public here before; the Organ pieces will include Gullman's "Introduction and Allegro" from the D. Minor Sonata, Eric Coates' "Isle of the Waters" from a Suite recently produced at the Queen's Hall and which has been arranged by Mr. Denman Fuller for the Organ, Bernard Johnson's attractive "Pavane" Wolstenholme's new "Irish Phantasy" and other pieces.

to believe that it is not altogether the employers who are at fault. The question of profit as against wages is a thorny one, but it is encouraging to learn that the workers are beginning to realise that it is to their own interests to co-operate instead of always being in opposition.

### HONGKONG AND MANILA.

#### A Philippine Bankers' Views.

To rise from the unexalted position of a junior clerk earning the handsome remuneration of \$50 a month for wearing out the keys of a typewriter to the responsible office of one of two chief officials of a State bank is an experience which rarely falls to the lot of many people, yet M. S. Concepcion, of Manila has that distinction. At the comparatively early age of 28 he is Vice-President of the Philippine National Bank, with a controlling interest in all the products of those Islands.

#### THE SUGAR TRADE.

On the subject of trade relations between Hongkong and the Philippines, with particular reference to the sugar line, Mr. Concepcion said:—"Just at present there is very great movement in the sugar line from Manila to Hongkong, but the market dealing with this commodity is not so stable as it used to be. Especially is this so in the case of muscadero sugar, which is raw, made in two kinds, black and yellow. The Chinese prefer yellow. Most of the sugar importers here have business connections with Manila or with Iloilo, which is the most important sugar centre in the Philippines. This big movement in sugar results from the fact that the majority of the biggest sugar dealers in Iloilo who are Cantonese, have direct business connections here which enable direct shipments to be consigned to their representatives, for the Chinese prefer spot sugar to buying on the c.i.f. basis. The classifications of the raw sugar in the Philippines differ from the method adopted here. In the Islands we take into consideration the degree of polarization (which is a process adopted to determine the percentage of intrinsic sugar in the raw material). In this Colony they consider more the colour. The National Bank of the Philippines, of which I am the assistant general manager, is financing about 50 per cent. of the sugar crop in the Philippines. Most of the sugar centres in the Southern part of the Islands are controlled by the Bank which has invested about 35,000,000 pesos in sugar centres. Most of the refined sugar goes to America but to the Orient (especially Hongkong) shipments are made of the raw grade, the reason for this preference being already stated. In the case of America, however, the centrifugal sugar obtains preference.

#### THE HEMP TRADE.

Turning to the trade in hemp, Mr. Concepcion said:—"There is also little business in hemp being transacted between Manila and Hongkong; not very large, but just sufficient to furnish material for the rope factory in Hongkong which is the direct controlling interest in China. At the same time, the Philippine National Bank is undertaking to manufacture some of the raw hemp into rope in factories controlled by it. This, however, is only an experiment, but, if we are successful in our efforts, we probably will in the course of time be able to absorb about 25 per cent. of the hemp production of the Islands, which is estimated to amount to one million bales a year. The trouble now is that the Philippine markets are subjected to manipulations on the part of hemp manufacturers in London and America. Of course, we understand that the conditions are very abnormal and we could not expect very good prices for hemp. These abnormal conditions, however, also give scope for such manipulations.

#### OTHER PRODUCTS.

"We probably will endeavour to improve the market in Hongkong for the finer grade of Philippine lumber. I understand you are using much blackwood and teakwood for furniture. In the Islands we have much more consistent woods than could be obtained here. For furniture I could imagine no better wood than narra which is of a very fine grade.

#### THE BOYCOTT ON FILIPINO NOTES.

In regard to the exchange problem between here and Manila,

which has in one way resulted in a practical boycott on Philippine National Bank notes, interesting announcements were made by our informant which would serve to clear up the situation.

"On arrival in Hongkong," Mr. Concepcion remarked, "I was greatly surprised to learn that what is tantamount to a boycott is in existence here against Filipino notes, and that they were not accepted here. In my view that is probably one of the reasons for the exchange difficulties we have had in Shanghai."

In explanation of these difficulties, Mr. Concepcion continued:—"These difficulties result from some exchange contracts which Mr. Miller, our American Manager at Shanghai, recently entered into. It developed that most of the contracts were illegally made, and non-authorisable because of their gambling nature. Not only this, but also many other factors have contributed to make the contracts so unusual that really the National Bank has a very good legal defence in repudiating these exchange contracts; because, in the first place, they were signed by a party who held no power of attorney from the main office (these contracts were formed by Mr. Miller's assistant who has no power of attorney). In the second place the contracts were of a gambling nature. In the third place there has been a sort of conspiracy to defeat the interests of our bank. Of course if we had decided to go into the Court we could stand a very good chance of winning the case. Of course we must consider the foreign credit of the Bank and for business honour and integrity we prefer to stand by all these contracts. Of course the banks here and in Shanghai, which are interested in our exchange difficulties, would see their way to clearing up the difficulties and settle the matter on a reasonable basis. When we heard of the trouble up in Shanghai, I went to that port. That was our first visit to Shanghai since the difficulties arose. At that time we had already made a proposal to the Banks in Shanghai for an amicable settlement but they rejected our proposal and wanted to impose on us terms which we could not agree to until finally, after two months negotiations, they decided to accept terms somewhat on the basis proposed by us. Some of the banks in Hongkong are interested in these transactions. It is with the object of bringing these negotiations to a conclusion on the basis of the terms proposed by us that I am making this second visit to Shanghai, and I hope that the friendly relations that had always been in existence between our customers here will be resumed and that there will be no more of this trouble.

In reverting to the boycott on Filipino notes in the Colony, Mr. Concepcion made several statements which are indeed reassuring for those interested in the question here. "I just want to

### CRICKET.

#### Wiltshire Regimental Shield.

A cricket match was played at Happy Valley on Monday afternoon between "D" and "O" Companies of the 2nd Bn. Wiltshire Regiment. The former Company won, thus obtaining the first place in the Inter-Company League, and winning the Regimental Cricket Shield. Appended are the scores:—

#### "D" COMPANY.

L/c. Purton, b. Rogers, ...	0
Maj. Timmis, b. Read, ...	20
Lt. McDonald, c. Richardson, ...	16
b. Hannam, ...	16
Sgt. Holdman, c. Rogers, b. Hannam, ...	0
Pte. Turner, b. Read, ...	16
Sgt. Smith, St., b. Beaven, ...	1
Cpl. Trivett, c. Richardson b. Beaven, ...	0
Lt. Pritchard, c. Richardson, ...	3
b. Read, ...	0
L/Cpl. Amor, b. Read, ...	0
Pte. Hardy, b. Read, ...	1
Sgt. Grace, not out, ...	2
Extras, ...	6
Total ...	65

#### Bowling Analysis.

	O.	M.O.	R.	W.
Lt. Hannam ...	9	6	10	1
Bdm. Rogers ...	9	—	30	1
Lt. Beaven ...	6	—	15	2
Pte. Read ...	6	3	5	5

#### "C" COMPANY.

Bd. Mr. Eatson, c. Pritchard, ...	1
b. Purton ...	0
Bdm. Clarkson, b. Purton ...	0
Bdm. Rogers, b. Purton ...	5
Pte. Read, b. McDonald ...	2
Lt. Beaven, c. and b. Purton, ...	3
Lt. Hannam, b. McDonald, ...	2
L/c. Cowley, not out ...	6
Pte. Richardson, b. Purton ...	2
Cpl. Seaman, L.B.W. b. McDonald ...	1
Pte. Harper, b. McDonald ...	7
Pte. Morgan, b. McDonald ...	0
Extras ...	7
Total ...	36

#### Bowling Analysis.

	O.	M.O.	R.	W.
L/Cpl. Purton ...	11	4	13	5
Lt. McDonald ...	11	4	16	5

state that these notes are backed up by and supported with a reserve deposit place with the Insular Treasury of the Philippines. I felt very much surprised on being informed here that the National bank notes were not accepted, and I suppose this may be due to our exchange difficulties in Shanghai."

Mr. Concepcion left for Shanghai this afternoon, one of his labours when reaching there will be the establishment of a sample room for Philippine products which will be or considerable help in his mission of developing the trade between Philippines and China.

## Between Ourselves

By Robt. MacWhirter.



I'm no' young enough to imagine that I understand women but I'm old enough to have watched the steady progress of this face-powdering and fake-blood circulation business. The other night on the Ferry I sat aback of a couple powder puff artistes and from the antics o' them I've come to the conclusion that this powder trick is like drink or drugs. What ever secret lies behind that half inch of orderiferous dust which bespreads the features of lots of our womenfolks, I think they should really give their faces a chance.

Whatever the matter with their facile cuticle, it canna' be any worse in appearance now-days than the gaze of the curious mae. Mind ye, age doesna' seem to make any difference. The old time grandma who used to sit around wishing it was all over and time to go, now has a dressing table that looks like the front end of a chemist's shop. Talcum powder and paint are poor substitutes for the wash rag and using one smell to kill another is just about as sensible as hiding grime under a coating of pink-shaded dust.

Mind ye, I don't want to be too hard on them, but I sometimes wish I could take one of the sex, brush and thoroughly scrub her face, then shut her in a cage and watch results. I'd like to bet that, removed from temptation to embellish nature, she'd be a hanged sight better-looking anyway than when she lived under a regularly renewed layer of dust.

Janet has nothing much to add except a reiteration. She says though, that even among men the perfumery habit is sometimes carried to excess. She can think of nothing more disgusting than the "old whisky" odour prevalent in so many of our public places. The suggestion also arises in Janet's mind that the possessor of the distillery breath might also be locked up in a cage and be invited to go in for a course of teetotalism, wi' a bar of soap, a scrubbing brush and a hot bath every now and then thrown in as a make-weight. What's more forbye, she thinks it would help to improve the complexion into the bargain. H'm—er—by heck, ther's maybe something in that, wha' ye come to think of it. H'm.

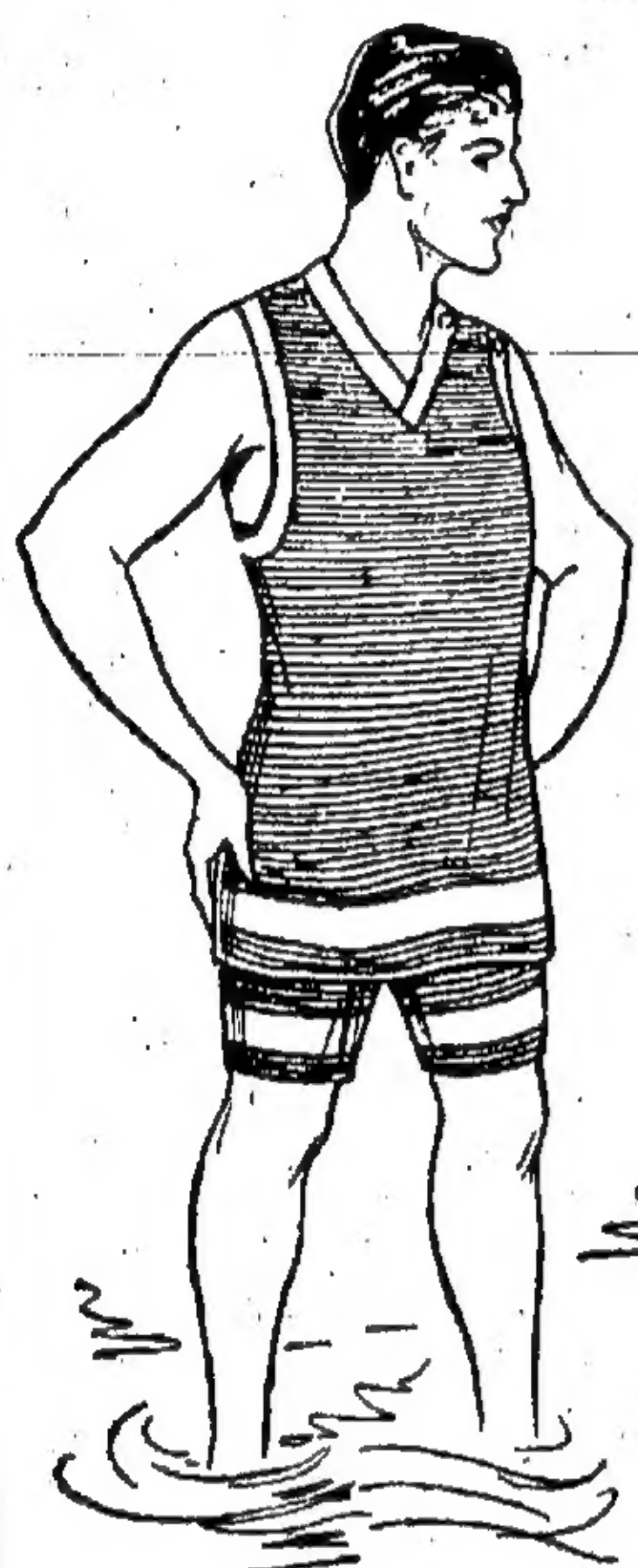


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## TO-DAY'S MISCELLANY.

The "no breakfast" plan which has lately cropped up again in the Old Country, is not such a new thing as is often supposed. From a passage in William Harrison's "Description of England" it appears that our Elizabethan ancestors generally dispensed with breakfast. Heretofore, writes Harrison, "there has been much more time spent in eating and drinking than commonly is in these days; for whereas of old we had breakfasts in the forenoon, beverages or nunchions after dinner, and thereto rear-suppers when it was time to go to rest, now these odd repasts, thanked be God, are very well left, and each one in manner (except here and there some young hungry stomach that cannot fast till dinner-time) contenteth himself with dinner and supper only. With us the nobility, gentry, and students do ordinarily go to dinner at eleven before noon, and to supper at five. The merchants dine and sup seldom before twelve at noon and six at night, especially in London. The husbandmen dine also at high noon, as they call it, and sup at seven or eight. As for the poorest sort, they generally dine and sup when they may, so that to talk of their repast it were but a needless matter."

Toads and frogs, and snakes and snails, and such-like slithery things, are not supposed to lead very enviable lives. But when they sleep for the winter, who can doubt that they often have the best of it? The squirrel leads a jolly life. He has very few foes to fear, and his food is abundant. Up in the fir-tree he has his great nest of sticks, and here he dozes away the dark winter days. If the sun comes out cheerfully, even though there is snow, he wakes up to enjoy a scamper through the wood. The badger makes up a snug bed of grass for himself in the earth, whereon to sleep through bitter weather. On a mild sunny day he will give his bed an airing. Then one may see a great pile of grass, enough to fill a wheel barrow, spread out before his earth. A notable slug-gard is the tortoise. He digs a hole in the ground for his winter bed. As he scrapes at the earth with his forefeet, his motions are like the movement of the hour-hand of a clock. The hedgehog, on going to sleep for the winter, first rolls about in leafy ditches, until his spines have speared leaves enough to make him a warm blanket. Then he finds a snug retreat in the roots of an old tree, curls up, and forgets all his troubles till spring.

The list of new K.C.'s contains the name of one successful lawyer—Mr. Robert Newton Crane—who, as regards his professional status, may claim a sort of dual nationality states a writer in a home journal. He was called to the Bar of the United States Supreme Court in 1881 and to that of the Middle Temple in 1894. Perhaps the most notable instance of a legal migration of this kind was that of Judah Philip Benjamin, who was a United States Senator from 1853 to 1861, Attorney General of the Confederacy in 1861, Confederate Secretary of War in 1861 and 1862, and Confederate Secretary of State from 1862 to 1865. On the defeat of the Confederate cause he came to England, and started all over again at the English Bar at the age of fifty-four. He soon reached the head of the profession, making one year an income many thousands of pounds higher than that of any of his contemporaries. His prosperity was reflected in his clerk, who, after an early morning ride in Row, was accustomed to drive down to chambers in a neat brougham.

because his wife was sick. When he returned home next day his wife informed him that defendant had left their service. The discovery of some of his (Mr. Murray's) revolver cartridges in defendant's room aroused witness's suspicions, and in going through his own clothing he discovered \$150 worth of effects missing. Defendant had no access to his revolver cartridges which were locked up in a box.

Mrs. Murray contradicted defendant's statement to the police that she have given some of the clothing to him.

Sub-Inspector Pitt gave evidence in connection with the recovery of two shirts belonging to Mr. Murray in the servants' quarters of No. 56 Nathan Road, Kowloon, Mr. Abraham's residence, where defendant was temporarily living.

Defendant was sentenced to one month's hard labour.

## A DISHONEST HOUSEBOY.

Wearing His Master's Clothes.

Mr R. D. Murray, sub-accountant of the Chartered Bank, charged his houseboy before Mr G. N. Orme at the Magistracy yesterday afternoon with the theft of six pieces of clothing valued at \$24, from his residence, Chic Villa, Taipo Road. Mr F. G. Vaux, defending, said his client was prepared to plead guilty to unlawful possession in view of the fact that he was actually wearing the clothing when the police arrested him.

The police, however, insisted on proceeding with the charge of larceny. Mr Murray said that on April 1st, defendant applied for leave to go to Canton. He refused

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Chocolate  
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Ice Cream.

**Ingredients.** 8 oz. castor sugar, 2 oz. gelatine, 2 oz. chocolate, 1 pint milk, 1½ oz. tin "NESTLE'S" Pure Rich Cream, vanilla flavouring.

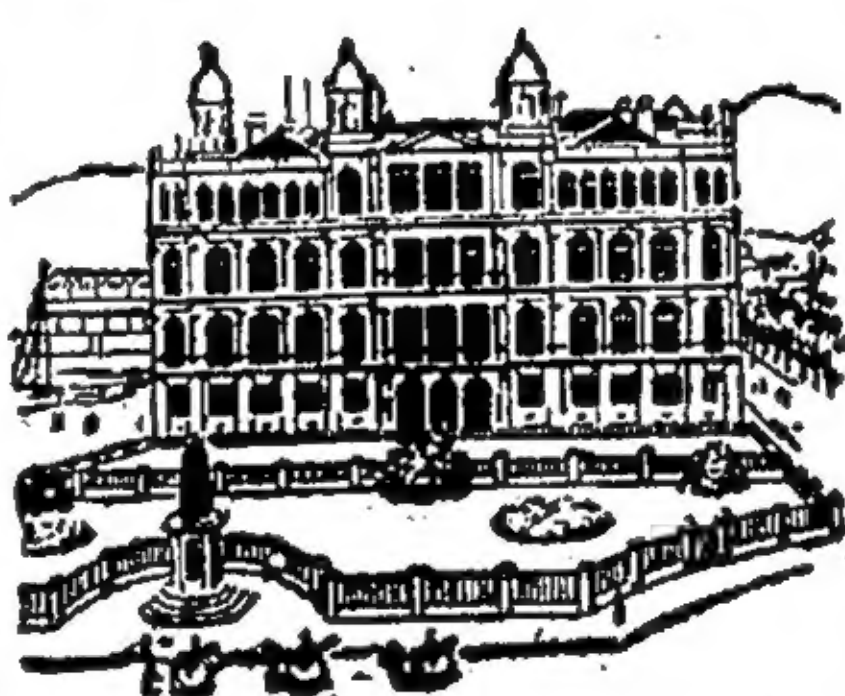
**Method.** Soak the gelatine for two hours in sufficient milk to cover it. Then beat the rest of the milk and cream and stir it well into the gelatine. Divide into two parts, melt the chocolate, and stir it into one half of the mixture. Pour this into a wetted mould, and when set, push it out, and when ready, set with a slight flavouring of vanilla to the white part of the mixture, and pour that on top of the chocolate. Pack the set round it, and when solid, dip the mould in warm water, and turn the cream out upon a glass dish.



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## QUEEN'S GRANDSON "IN THE CITY."

Lord Carisbrooke as Insurance Director.

Queen Victoria's grandson, the Marquis of Carisbrooke, is extending his business interests in the City.

For the last 18 months he has been a director of Messrs. Lamport and Holt, the steamship firm, and he has now become a director of the Eagle Star and British Dominion Insurance Company Ltd. "The Marquis, will no doubt, attend our Board meetings," said the secretary of the company to a Press representative. "But it is not expected that he will take more active part in the business." It is expected that the Marquis will take up his director's duties in a few days. He has been to Spain on a visit to the Royal Family. He is brother to the Queen of Spain.

Better known as Prince Alexander of Battenberg the Marquis is the eldest son of the late Prince Henry of Battenberg. He served with the Grenadier Guards during the war.

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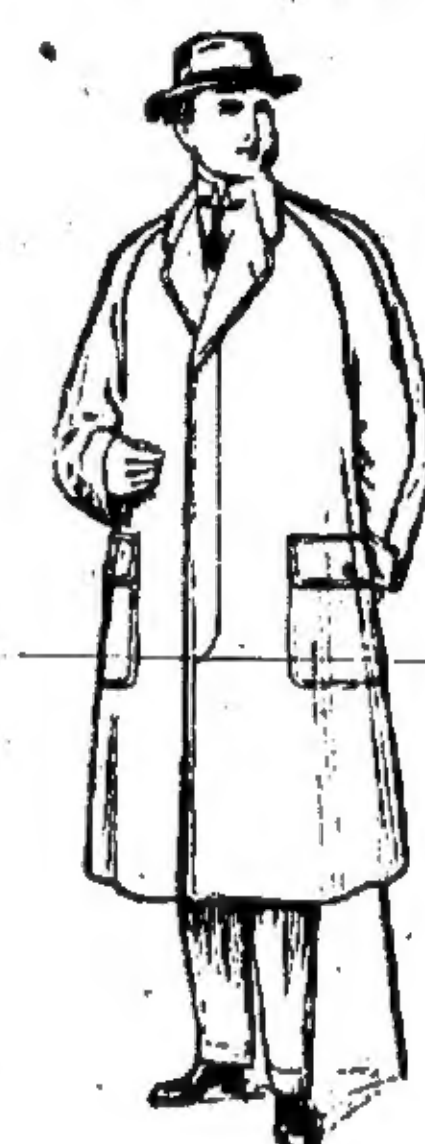
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## FRENCH LESSONS.

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# HER PAGE



A broad hat with pointed crown of peacock blue straw trimmed with flat wings is shown above at the left.

A poke shape of cellophane covered with small pastilles in bright colours, above at right.

Below at right, a hat of black Milan tied around with ribbon and with a trailing vine of large pink roses.

## MODES OF THE MOMENT.

The most significant fact to be noted by the milliners at the present time is that bobbed hair will soon be a thing of the past, so far as adult fashions are concerned.

The passing of the bobbed hair also means the passing of the hair worn to produce a bobbed effect. The arrangement that seems to be forcing the old one into the background is some version of the psycho—a psycho skillfully poised at a rather difficult angle midway between the nape of the neck and the crown of the head.

### HAT MUST FIT HAIR.

Obviously the reason why this change in hair arrangement is so important to the milliners is because, whether they choose to look at it that way or not, one of their chief problems is to make a hat that will fit comfortably and conveniently the women who are to wear them.

With the bobbed head or the hair in bobbed effect their problem

was not difficult. All that the crown of hat had to do was to make room for the head. It need show no consideration for puffs, curls or easily disheveled coils on top of the head.

A number of the new hats shown in Paris flare off the hair at the back and the reason given for the existence of these hats is that they accommodate the hair elaborately arranged at the back of the head. Another way of accommodating the hair is to make the crowns much more roomy and this may be done by way of crown that is large in every respect, or only in one, in poke style that bulges toward the back.

The French milliners go frankly to the old cuts of styles worn just before the Empire for their inspiration. There are a number of so-called tricorne shapes that seem to be inspired by the masculine hat of the day and the poke bonnet furnishes a motif from a feminine headdress affected at that time.

### ADVANTAGE OF THE POKE.

The advantage of the poke shape is that it gives room for delicately arranged coils of hair at the back of the crown.

Do not imagine that all or even a predominant number of the French or American hats are poke shapes or even remotely suggestive of the Directoire. Side by side with this tendency is another quite different. It shows itself in broad, floppy brimmed hats made to be worn with afternoon frocks.

Whether we wear our hats drooping at the back or the sides, whether they are mushroom in shape or flare off the face like an immense halo, there is no abatement in their tendency to fit down well over the head, and the woman who clings to an old-fashioned fondness for wearing hats high on her crown is as out of the picture as she has been for many seasons past.

BLOCKED HATS BACK AGAIN. As for the technique of the new hats, perhaps one of the most in-

teresting things to report is that the blocked hat is coming back into its own. Moreover this blocked hat is of straw, pre-eminently lisere or milan. For many seasons the so called made hats have had things all their own way—a fact which had its advantages as well as its disadvantages, to the woman who wore hats.

In favour of the made hat, the hat produced by sewing straw or braid or draping silk or other fabric on a canvas shape, was the fact that if you were not able to find the shape you wanted you could get your milliner to reproduce the desired shape and then cover it exactly to suit your fancy.

### HATPIN ORNAMENTS.

Another feature of the new hat fashions that will come to the aid of the women who find economy in manufacturing some of their own hats is the numerous ornaments that have been made for hats this season—not feather or flower ornaments that need ex-

pert handling to attach—but ornaments like glorified hatpins that need only to be stuck into the hat at an effective angle. These are often made of jet—though there are less expensive ones of wood with ebony finish—and they are set with rhinestones.

Possibly the ease with which these devices can be adjusted will bring to them the contempt bred of familiarity, but for the time being they are by no means commonplace and they are effective.

### BLACK HATS ACCEPTABLE.

From every indication black will be in high favour. Although grey is still chosen by some of the good milliners the excessive popularity of that tone will work against it in the eyes of many women.

Black takes care of itself, it never seems to suffer social taboo from over-popularity.

String colour, which has many of the advantages of grey, is coming to the fore in the new hats with no chance of being over-popular for many a month.

Many more women are aware of the fact that the mandarin shades are in high favour with the French hat makers than have a very definite idea as to what mandarin really is. The fact is that mandarin is used rather vaguely to cover a whole range of shades. It is like capucine of a season or so ago. There are mandarin shades that are a decided rose with others going all the way down the colour scale to a rust shade.

While the blocked straw shape is coming back into its own and straw is much more evident in the new hats than it has been since pre-war days there is scarcely any abatement of interest in fabric hats. Crepe de chine and Contan crepe, so widely heralded as summer dress fabrics of serviceability and style, are being used for warm weather hats. Simply trimmed sport hats of these silks

have appeared giving every indication of general popularity among well dressed women later on. Etamine is a new material with the milliners that comes from France. Made of cotton or linen it suggests grass cloth in the openness and lightness of its weave and it lends itself to all sorts of interesting trimming devices. Sometimes narrow ribbon is woven in and out between the open meshes of its treads.

### HATS OF LITTLE FLOWERS.

American women have a reputation in Paris of being very partial to the all-flower hats. This summer the French women seem to be outdoing them in their fondness for this type of headgear. The toque, covered all over with bright-hued flowers, appears frequently, and one or two of the milliners are turning out small poke shapes covered over the crown and the top of the brim with small gay flowers.

There is a tendency to lavish trimming on the under brim of the hat and in line with this is the hat flaring off the face, covered simply with silk on the crown and upper brim, with a gorgeous display of flowers beneath. Sometimes a large, broad-brimmed hat will display a simple scarf arrangement of ribbon about the crown with a festoon of roses caught beneath the brim, sometimes with roses hanging down to the shoulders.

### LACE FOR AFTERNOON.

Lace must not be forgotten. It is considered especially appropriate for the tea hour hat, and there are smart women who prefer the simple black or brown hat of milan or lisere combined with fine lace in matching hue to anything else that the milliners offer. A very good model shows a milan crown with a brim made of black lace in fine plaiting held in at the brim and laid over a silk bound wire frame for a crown. A rosette of narrow black waxed ribbon is placed at the left side

## FASHION NOTES.

A new fashion for evening wear is a tiny tucker of net or tulle, in a contrasting shade, placed round, just inside, the top of the bodice. With a black dress this would be white, with a brown one, orange or soft yellow.

We are accustomed to titled members of society who run their own millinery establishments, but now a well-known lady of charm and distinction seeks to beguile us with personality perfumes. The idea of having your individuality expressed in your scent has a distinct charm, for you patent it, so to speak. There is a wide range to choose between, and the most fastidious person should have no difficulty in making a choice. This is made exclusively for you, and thus you possess your very own perfume with your own name upon the bottle.

Most women have experienced the difficulty of managing with even the most moderate of décolleté evening frocks that no annoying edges of the camisole shall show. An excellent idea when a black dress is to be worn is to have the lingerie trimmed with fine black Chantilly lace. Then, if a little of it manages to appear, it will not be at all obtrusive, and in many cases will probably look like part of the frock. And now that coloured lace is popular it should be possible to make use of the idea whatever the colour of the dress to be worn. Flesh coloured net shoulder straps are indispensable.

with ends and loops falling down to the shoulders.

The simple black or brown hat showing no trimming save a frill of lace or a knot of ribbon is perhaps the type of hat more often selected by the woman who can afford to buy expensive hats.



A TURBAN OF CORDED SILK WITH A COCADE OF RIBBON.

A DIRECTOIRE HAT OF SOFT BLACK STRAW WITH PARADISE PLUMES.







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Empress of Russia	June 23	July 11
Empress of Japan	July 13	Aug. 3
Empress of Asia	July 21	Aug. 8
Monteagle	Aug. 23	Sept. 16
Empress of Russia	Aug. 18	Sept. 5
Empress of Japan	Sept. 20	Oct. 11
Empress of Asia	Sept. 15	Oct. 3
Empress of Russia	Oct. 13	Oct. 31

Passengers to Europe are strongly urged to determine the exact date of the Atlantic sailing desired prior to, and as far in advance as possible, their departure from the Orient. Travel conditions on the Atlantic are as congested as on the Pacific. Atlantic reservations can be arranged by letter or cable for all passengers to Europe. Frequent sailings from Montreal to Liverpool, London and Glasgow. Passage orders covering all such reservations will be issued here.

For fares and other information please apply to  
**HONGKONG OFFICE,**  
Telephone 792. Cable address: HONGKONG  
**CANADIAN PACIFIC OCEAN SERVICES, LTD.**

## T. K. K.

### TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO.  
via SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.  
"THE PATHWAY OF THE SUN."

STEAMERS	TONS	LEAVE HONGKONG
PERSIA MARU	9,000	May 14th
TAIYO MARU	22,000	May 25th
SIBERIA MARU	20,000	June 10th
TENYO MARU	22,000	June 21st
KOREA MARU	20,000	July 1st
SHINYO MARU	22,000	July 16th

Calling at Dairen. \* Omitting Shanghai.  
**SOUTH AMERICAN LINE.**  
HONGKONG TO VALPARAISO.  
via JAPAN, HONOLULU, HILO, SAN FRANCISCO,  
SAN PEDRO, SALINA CRUZ, BALBOA, CALLAO,  
MOLLEDO, ARICA & IQUIQUE.

THENCE BY TRANS-ANDIAN ROUTE TO BUENOS AYRES.  
\* PANAMA.  
SEIYO MARU.....14,000.....May 15th.  
RAKUYO MARU.....17,500.....June 10th.  
CHOYO MARU..........July 11th.

\* Cargo only.  
For full information regarding passengers, freight, and sailings apply to:-  
**Y. TSUTSUMI, Manager,**  
King's Building. Tel. Nos. 2374 & 2375.  
Agents at Canton. Messrs. T. E. GRIFFITH, LTD.

## STRUTHERS & DIXON, INC.

### GREEN STAR LINE

Operating Far Eastern services for account of the  
**UNITED STATES SHIPPING BOARD.**  
TO LOS ANGELES & SAN FRANCISCO (via HONOLULU).  
† "WEST CARMONA" ..... 22nd May.  
TO VANCOUVER & SEATTLE (via MANILA).  
† "WEST ISON" ..... 25th May.  
TO NEW YORK & BALTIMORE.  
"LORETTA" ..... 1st June.

† Also, cargo accepted for Transshipment at San Francisco and or Seattle to weekly sailings for  
NEW ORLEANS, SAVANNAH, NORFOLK, BALTIMORE,  
PHILADELPHIA, NEW YORK, BOSTON.  
Through Bills of Lading issued to all U.S. and Canadian  
Overland Common Points.

HONGKONG OFFICE—1 door Powell's Building, 12, Des Voeux Rd., Tel. 3008.

## CHINA MAIL S.S. CO., LTD.

"Incorporated in U.S.A."  
**FREIGHT AND PASSENGERS**  
S.S. "NANKING" S.S. "NILE" S.S. "CHINA"  
5,000 tons 11,000 Tons 10,200 Tons

**SAILING FROM**  
**HONGKONG for SAN FRANCISCO**  
via Shanghai, Japan Ports and Honolulu  
S.S. "CHINA" S.S. "NANKING" S.S. "NILE"  
May 18th. June 15th. July 13th.

**SAILING FROM**  
**HONGKONG for MANILA**  
S.S. "NANKING" ..... June 4th.

**SAILING FROM**  
**HONGKONG for SINGAPORE**  
S.S. "NILE" S.S. "CHINA"  
June 25th. 22nd July.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

**C. T. SURRIDGE, FREIGHT & PASSENGER AGENT,**  
PRINCE'S BUILDING, ICE HOUSE STREET.  
TEL., PASSENGER DEPT. TEL. FREIGHT DEPT. & AGENT.  
No. 1934. No. 2161.

## PACIFIC SHIPPING



## DOLLAR LINE



**SAILINGS FROM HONGKONG FOR NEW YORK.**

STEAMERS.	SAILING DATE
"MELVILLE DOLLAR" ... VIA PANAMA	MAY 16TH.
"M. S. DOLLAR" ... VIA SUEZ	MAY 25TH.
FOR VANCOUVER.	
"MELVILLE DOLLAR" ...	MAY 16TH.

Through Bills of Lading issued to all Over Land Common Points in the United States and Canada.

For Particulars and Rates apply to:-

**THE ROBERT DOLLAR Co.**  
GENERAL POST OFFICE BUILDING TEL. 792.  
THIRD FLOOR " 795.



Operating following U.S. Shipping Board Steamers.  
**PASSENGER & FREIGHT SERVICE.**  
FOR MANILA.

S.S. Wenatchee ..... Sailing May 3rd.  
**VICTORIA, VANCOUVER, SEATTLE.**  
Calling Shanghai, Kobe and Yokohama.

S.S.	From Hongkong	Arrive Seattle
S.S. Wenatchee	May 14	June 3
Edmore	May 24	July 10
Edmore	June 20	July 25
Wenatchee	July 25	Aug. 16
Keystone State	Aug. 11	Sept. 2

FOR PORTLAND DIRECT.

Calling Kobe & Yokohama.

S.S. Abercrombie ..... For Manila ..... May 23.  
Abercrombie ..... Shanghai, Kobe and Yokohama ..... June 2.  
Through Bills of Lading issued to Overland common points  
Passengers and Freight Particulars.

**THE ADMIRAL LINE**  
Telephones 2477 & 2478. 5th Floor Hotel Mansions.

## THE ADMIRAL LINE

**THE PACIFIC STEAMSHIP CO.**  
**REGULAR SERVICE**  
To & From  
**SAIGON-SINGAPORE-SUMATRA**  
**JAVA PORTS.**

OPERATING THE FOLLOWING U.S.B. STEAMERS  
LAKE ONAWA ..... May 19.  
Through bills of lading issued to all United States,  
Pacific Coast and Overland Points.

For full Particulars and Rates Apply to:-  
**THE ADMIRAL LINE,**  
5th, FLOOR HOTEL MANSIONS BUILDING.  
Tel. Add.: Admiraline. Telephone 2477 & 2478.

## SERVICE TO UNITED STATES.

FOR NEW YORK and BOSTON.

WYTHEVILLE About May 9th.  
WYNAH About June 2nd.

For freight space and particulars apply to:-

## BARBER STEAMSHIP LINE INC.,

### THE ADMIRAL LINE

AGENTS.  
Telephones 2477 & 2478. 5th floor, Hotel Mansions.

**KONINKLYKE PAKETVAART MAATSCHAPPIJ.**  
(Royal Packet Navigation Co. of Batavia)  
**THE STEAMSHIP:**

## "VAN CLOON"

will be despatched to  
Singapore, Belawan-Deli direct.  
3rd of May.

This vessel offers excellent cabin-accommodation for saloon passengers.

Single and double cabins.  
Wireless Telegraphy.

For freight and passage apply to:-

**JAVA-CHINA-JAPAN LYN,**  
Telephone No. 1374. Agents.

## PACIFIC SHIPPING.

## NEW YORK DIRECT.

Joint service of the  
**"BLUE FUNNEL" LINE**  
(Ocean S. S. Co., Ltd., & China Mutual S. S. Co., Ltd.)

AND  
**AMERICAN & MANCHURIAN LINE**  
(Ellerman & Bucknall S. S. Co., Ltd.)

Sailings from Hongkong.  
BOSTON & NEW YORK. "KNIGHT COMPANION," 16th May.  
"CITY OF SHANGHAI," 5th June.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.  
Subject to change without notice.  
For freight and particulars apply to

**BUTTERFIELD & SWIRE or THE BANK LINE, LD, HONGKONG.**  
HONGKONG & CANTON REISS & CO. CANTON.

## T. K. K.

TOYO KISEN KAISHA.

S.S. "TAIYO MARU"

(ex S.S. "Cap Finisterre")

Sailing Wednesday May 25th.

FOR  
Shanghai, Nagasaki, Kobe, Yokohama,  
Honolulu and San Francisco.

Tonnage: 22,000 Displacement 14,503 Gross  
Eight Passenger Decks, Elevator, Porcelain Tiled  
Swimming Tank, Winter Garden, etc., etc.

Passenger Accommodation unsurpassed on the Pacific.  
For particulars, reservations, etc.

Apply to

**Y. TSUTSUMI,**  
Manager.

King's Building.

Tel. 2374 & 2375.

## VERNEEIGDE NEDERLANDSCHE SCHEEPVAART

### MAATSCHAPPIJ.

(United Netherlands Navigation Company)

**HOLLAND-OOST AZIE LIJN**  
(Holland East Asia Line)

(Members of the Straits, China and Japan Conferences.)

Regular monthly service between

Japan ports, Shanghai, Hongkong and Manila  
and  
Amsterdam, Rotterdam, and Hamburg, Bremen

Steamers	Loading	For	Sailing
BOEROE	7th May	Amsterdam & Hamburg	7th May.
ALCOR	June	Rotterdam & Hamburg	2nd June.
ALCHIBA	July	Amsterdam & Hamburg	20th July.

For full particulars please apply to

**JAVA CHINA JAPAN LYN**

General Agents,  
York Building.

## SHIPPING NEWS.

RECONSTITUTION OF U.S.  
SHIPPING BOARD.

The following is the text of the letter sent by President Harding to Admiral Benson, Chairman of the U.S. Shipping Board, authorising the latter to act pending the reconstitution of the Board:-  
"My Dear Chairman:-Word has come to me that there is some embarrassment relating to disbursements on behalf of the Shipping Board because of the temporarily unorganised state of the Board. I am writing to reaffirm my previous request that you continue to function as though the Board were fully organised and assert your full authority under the law.  
"I would like you to immediately advise department heads, disbursing authorities or other agencies of the Board to function in a normal way and be confident of the support of the Executive in meeting exigencies which arise. I cannot believe it is the intention of the Congress to make possibly a situation under which the Board ceases to function, even though but one commissioner were on duty. "I would like to be assured of your full understanding of this official request and will be confident of your compliance therewith."

SHIPMENT OF U. S. RELIEF  
SUPPLIES TO CHINA.

Shipping Board vessels operating from North Pacific ports are expected to carry capacity cargoes for the time when the shipment of relief supplies to China begins. Shippers are advised that the proposal to have the Navy designate ships to carry the cargo has been abandoned and that the shipping board vessels will transport the immense tonnage that is to go to the stricken nation. Seattle commercial bodies have been unofficially advised that the greatest share of the cargo will move from Puget Sound, Seattle is the closest American port to China, and a large share of the tonnage will be in foodstuffs raised in the Pacific Northwest. This cargo will be welcomed by the shipping board operators, who are sending their ships to the Far East with fairly light cargoes.

KOREA SUMATRA LINE.

The Osaka Shosen Kaisha has now determined to extend the Keelung-Singapore line subsidized by the Government-General of Korea, to Sumatra and has obtained the sanction of the Government-General. The Shisen Maru and Kishu Maru will operate the extended line.

CHINESE STUDENTS IN BRITAIN.

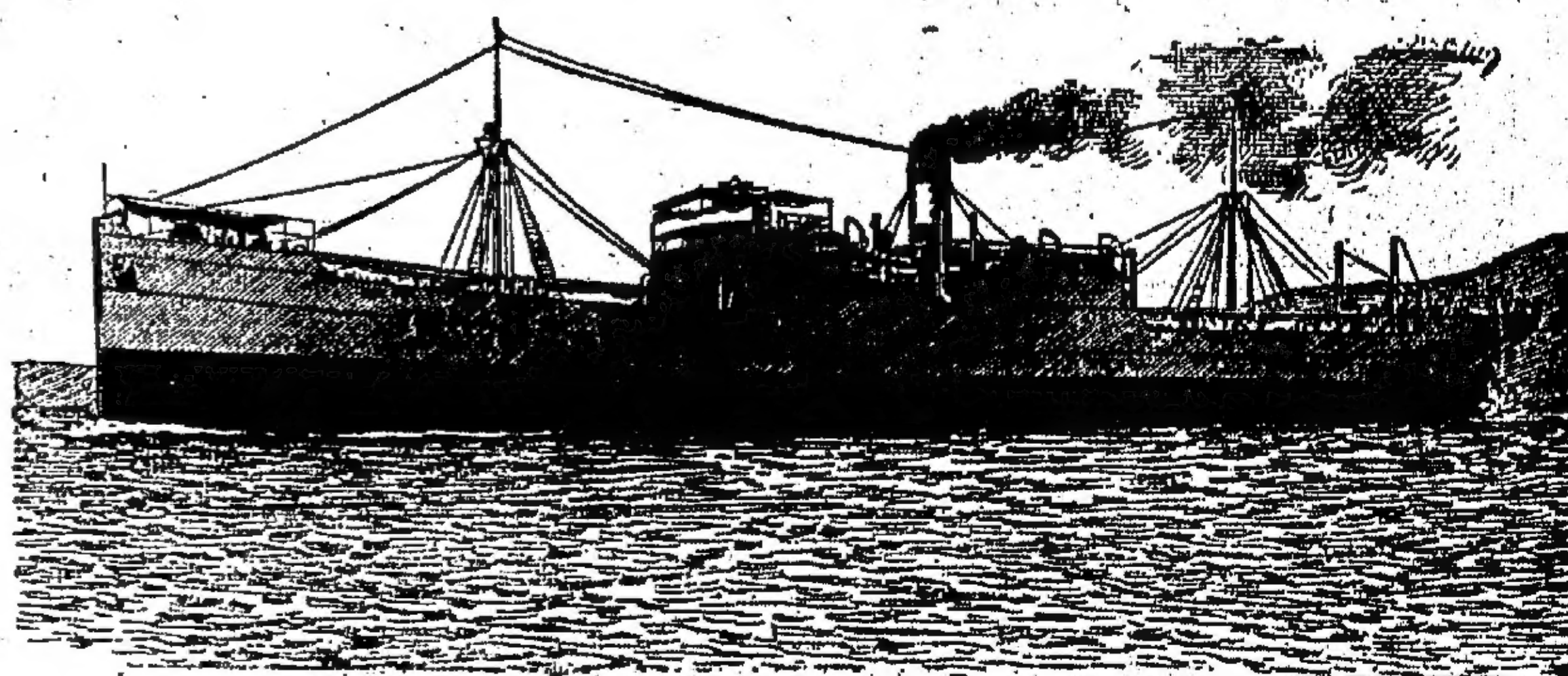
Mr. Wellington Koo, the Chinese Ambassador to Great Britain, made a statement to the representative of the *Manchester Guardian*, in which he referred optimistically to the outlook in China, and also expressed his gratification in respect to the increased number of Chinese students that were coming to Great Britain, and the British desire that exists to attract more.

## THE HONGKONG & WHAMPOA DOCK CO., LTD.

(TELEGRAPHIC ADDRESS "MANIFESTO" HONGKONG)

Codes Used: A1; A.B.C. Fifth Edition Engineering, First and Second Edition;  
Western Union and Watkins

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers.  
Iron and Brass Founders, Forge Masters, Electricians



S.S. "AMBATIELOS" (ex "WAR TROOPER") 8,240 tons D.W.; 5,195 ton gross

Built and engined by The Hongkong & Whampoa Dock Co., Ltd.,  
to the order of the British Government.

Please Address Enquiries to the Chief Manager

**R. M. DYER, B.S.C. M.I.N.A. KOWLOON DOCK HONGKONG**



Shipping to Europe, Australia, and other Ports.

**P. & O. - BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.**

(COMPANIES INCORPORATED IN ENGLAND)

TO STRAITS, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST &amp; SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND &amp; QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

**PENINSULAR & ORIENTAL SAILINGS (South)**

S.S.	Tons	From Hong-kong (about)	Destination
DILWARA	5,378	10th May	S'pore, Colombo & B'bay.
NAGOYA	7,400	13th May	M'les, London & Antwerp.
PLASSY	7,400	11th June	M'les, London & Antwerp.
DELTA	8,000	25th June	M'les, London & Antwerp.

**BRITISH INDIA-APCAR SAILINGS (South)**

TAKADA	7,000	9th May	Calcutta via Singapore, Penang & Rangoon.
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**EASTERN & AUSTRALIAN SAILINGS (South)**

KANOWNA	7,000	6th May	Melbourne via Sandakan, Thursday Island, Townsville, Brisbane and Sydney.
ST. ALBANS	5,000	25th May	

Calls Hoilo Omite Sandakan.

**SAILINGS TO SHANGHAI & JAPAN.**

ST. ALBANS	5,000	7th May	Japan direct.
ARRATOON A.	4,500	10th May	Japan via Shanghai

All dates are approximate and subject to alteration without notice.

**WIRELESS ON ALL STEAMERS.**

Parcels measuring not more than 24 in. X 12 in. X 12 in. will be received at the Company's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to

**MACKINNON, MACKENZIE & CO.**

22, Des Voeux Road Central. Agents.

**N. Y. K.****NIPPON YUSEN KAISHA.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE &amp; VICTORIA or VANCOUVER via Manila, Shanghai and Japan ports.

Cargo to Overland Points U.S. in connection with Great Northern Northern Pacific, and Chicago, Milwaukee &amp; St. Paul Railways.

SUWA MARU ... Sunday, 8th May.

FUSHIMI MARU (Omitting Manila) Tues., 31st May at 11 a.m.

KATORI MARU ... Friday, 17th June, at 11 a.m.

LONDON &amp; ANTWERP via Singapore, Penang, Colombo, Suez, Port Said &amp; Marseilles.

KAMO MARU ... Friday, 13th May, at 11 a.m.

IYO MARU ... Friday, 27th May, at 11 a.m.

HAMBURG, LONDON, HULL &amp; ROTTERDAM.

LIVERPOOL &amp; MARSEILLES via Suez.

MELBOURNE &amp; SYDNEY via Manila, Zamboanga, Thursday Island, Townsville &amp; Brisbane.

AKI MARU ... Monday, 23rd May, at 11 a.m.

TANGO MARU ... Tuesday, 21st June, at 11 a.m.

NEW YORK via Suez.

YAMAGATA MARU ... Sunday, 8th May.

SOUTH AMERICAN PORTS via Cape.

KAWACHI MARU ... Beginning of May.

AWA MARU ... Saturday, 21st May.

BOMBAY &amp; COLOMBO via Singapore.

HAKATA MARU ... Wednesday, 4th May.

TAJIMA MARU ... Sunday, 22nd May.

CALCUTTA &amp; RANGOON via Singapore &amp; Penang.

TOSA MARU ... Sunday, 8th May.

JAPAN PORTS—Nagasaki, Kobe &amp; Yokohama.

TANGO MARU ... Sunday, 22nd May, at 11 a.m.

SHANGHAI, KOBE &amp; YOKOHAMA.

PENANG MARU ... Saturday, 7th May.

KIRIN MARU ... Wednesday, 11th May.

SHIMIZUKA MARU ... Friday, 13th May, at 11 a.m.

For further information apply to—

**NIPPON YUSEN KAISHA.**

Telephone Nos. 292 &amp; 293. S. YASUDA, Manager.

**JAVA-CHINA-JAPAN LIJN.**Regular Fortnightly Service between  
**JAVA, CHINA and JAPAN.**

Steamer	From	Expected on or about	Will leave on or about	For
Tjisalak	Java	loading	3rd May	Java
Tjikini	Java	8th May	11th May	Shanghai

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

ALSO OPERATING—  
**JAVA PACIFIC LIJN.**  
NEXT SAILING.

Steamer	From	Expected on or about	Will leave on or about	For
Tjisondari	San Francisco	8th May	13th May	Java
Gorontalo	Java	13th May	14th May	San Francisco

Through Bills of Lading issued to U.S.A. and Canadian Overland Points.

For Freight and Passage apply to the

**Java-China-Japan Lijn.**

Telephone No. 1574.

York Buildings.

Shipping to Europe, Australia, and other Ports.

**DODWELL & CO., LTD.**Regular Sailings to  
NEW YORK and/or BOSTON.**S.S. "BOWES CASTLE"**Sailing on or about 13th May.  
Via Suez or Panama Canals at Owner's Option.**LLOYD TRIESTINO.**

Taking cargo on through Bills of Lading for Levant, Black Sea and Danube Ports.

PIUMI having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

For BRINDISI, VENICE &amp; TRIESTE.

Via Singapore, Penang and Colombo.

S.S. "PERSIA" Sailing on or about 15th May.

FOR SHANGHAI.

S.S. "NIPPON" Sailing on or about 14th May.

Passengers' Luggage can be insured at the office of the Agents.

**NATAL LINE OF STEAMERS.**

Regular Passenger and Cargo Service to

South African Ports from Calcutta &amp; Colombo.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

**DODWELL & CO., LTD.**

Telephone 1039. Agents.

**AUSTRALIAN ORIENTAL LINE.**HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.  
SAILING (SUBJECT TO ALTERATION).

Steamer.	Arrives Hongkong from Australia.	Leaves Hongkong for Australia.
CHANGSHA via Manila	In Port	

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

**Butterfield & Swire.**

Telephone No. 36. Agents.

**"ELLERMAN" LINE.**

(ELLERMAN &amp; BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA &amp; STRAITS

TO  
UNITED KINGDOM & CONTINENT.

Steamers.	Sailing.
LONDON, ROTTERDAM & HAMBURG	"KASENGA" 6th May.
"	"KATUNA" 25th May.

For particulars of sailings shippers are requested to approach the undersigned.

Subject to change without notice.

**THE BANK LINE, LTD.,**

or to REISS &amp; Co. Canton General Agents.

**GLEN AND SHIRE**

JOINT SERVICE OF STEAMERS.

U.K., STRAITS, CHINA &amp; JAPAN Service.

**OUTWARDS.**

Vessel.	Due Hongkong.
"GLENOGLE"	15th May.
"GLENVILE"	19th May.
"GLENNAVY"	10th June.

**HOMEWARDS.**

Vessel.	Leaves Hongkong.	Discharges.
"GLENIFFER"	28th May.	GENOA, LONDON & ROTTERDAM.

Movements are subject to change without notice.

For freight or further particulars please apply to—

**JARDINE, MATHESON & CO., LTD.**AGENTS: **THE GLEN LINE, LTD.**

Telephone No. 215, sub-ex. 23 and 3696

**CHINA-AUSTRALIA MAIL S.S. LINE.**

FOR AUSTRALIAN PORTS VIA MANILA &amp; SANDAKAN.

S.S. "VICTORIA" Sailing on 3rd May.

S.S. "HWAH PING" Sailing on 13th May.

For Freight and Passage apply to—

**THE CHINA & AUSTRALIA S.S. CO. LTD.**

Agents.

el. 3307.

113, Connaught Road Central.

COASTAL SHIPPING.

**INDO CHINA STEAM NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
SHAI & T'au via S'low	Cheongsang	Thur., 5th May at noon.
TIENSIN	Cheongsang	Fri., 6th May at d'light.
MANILA	Yuen-sang	Fri., 6th May at 3 p.m.
SHANGHAI via Swatow	Hangsang	Sun., 8th May at d'light.
STRAITS & Calcutta	Laisang	Tues., 10th May at 3 p.m.
HAIPHONG via Hoihow	Taksang	Wed., 11th May at 10 a.m.

CALCUTTA LINE.—This Line now affords regular sailings to Calcutta, Penang and Singapore; Returnings from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light &amp; Fans and carry a fully qualified Surgeon. SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

BORNEO LINE.—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawao and Lahad Datu.

TIENSIN LINE.—A regular service is run from March to Nov. between H'kong &amp; Tientsin calling at Weihaiwei &amp; Chefoo.

BANGKOK LINE.—A weekly service is provided between Hongkong and Bangkok, via Swatow, by four steamers fitted with up-to-date passenger accommodation.

**CALCUTTA LINE.**

S.S. "LAISANG" will be despatched on or about Tuesday, 10th May, at 3 p.m. for SINGAPORE, PENANG &amp; CALCUTTA. Through Bills of Lading issued to RANGOON, PORT SWETTENHAM &amp; MADRAS &amp; DUTCH EAST INDIES.

For Freight or Passage apply to—

**JARDINE MATHESON & CO., LTD.**

General Managers.

Telephone No. 215.

**C. N. C.**

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.
SHANGHAI	Sunning	5th May at noon.
SHANGHAI & TSINGTAO	Yingchow	7th May at 4 p.m.
H'HOW, P'HOI & H'PHONG	Ka'long	8th May at 10 a.m.
SWATOW & BANGKOK	Luchow	10th May at 10 a.m.
AMOY, SHAI & PUKOW	Shantung	10th May at noon.
SHANGHAI	Soochow	12th May at noon.

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation amidst Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (thrice weekly) and Tsingtao weekly, taking Cargo on through Bills of Lading to all Yangtze, and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE.—Weekly service to and from B'kok via S'tow.

For Freight or Passage apply to

**BUTTERFIELD & SWIRE.**Telephone No. 36. Agents.  
Hongkong May, 4 1921**DOUGLAS STEAMSHIP CO. LTD.**

HONGKONG &amp; SOUTH CHINA COAST PORTS SERVICE.

Regular Service of East, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns,  
(Occupying 9 to 10 days.)

Steamships.	Captain.	Leaving.
Haihong	W. C. Passmore	FRI., 6th May at noon.
Haiching	A. H. Stewart	TUES., 10th May at noon.
Haichong	W. Couper	FRI., 13th May at noon.

Arrivals and Departures from the Co's Wharf (near Blake Pier.)

For Freight and Passage, apply to

**Douglas Lapraik & Co.,**

General Managers.

**NANYO YUSEN KAISHA.**

(The South Sea Mail S.S. Co., Ltd.)

REGULAR FREIGHT & PASSENGER SERVICES  
BETWEEN JAPAN, HONGKONG & JAVA.**FOR JAVA.**

Ports of call:—Batavia, Samarang, Sourabaya, Macassar and Balikpapan.

S.S. "Macassar Maru" sailing on/about 9th May.

S.S. "Samarang Maru" sailing end of May.

**FOR JAPAN.**

Ports of call:—Mojji, Kobe and Yokohama.

S.S. "Samarang Maru" sailing on or about 5th May.

S.S. "Borneo Maru" sailing on/about 10th May.

For further particulars please apply to—

**K. SUZUKI,**

Manager.

No. 5, Queen's Road Central.

COMMERCIAL NEWS.

**INDUSTRIAL EXHIBITION AT HIMEJI.**

An industrial exhibition of the products and manufactures of Chugoku and Shikoku provinces was open in Himeji recently. It is reported that the display of exhibits from those provinces is extremely interesting.

**NEW SECTION OF PEKING-MUKDEN RAILWAY.**

The Peking Government has approved the construction of double track from Tangshan to Shanshai-kuan on the Peking-Mukden Railway in order to facilitate the transportation of coal. The estimated cost is five million dollars, to which must be added the cost of fourteen locomotives (\$140,000) and 150 trucks (\$900,000).

**NEW JAPANESE TRUST COMPANY.**

The project to found a new trust company, with a capital of ¥100,000,000, under the name of the Chuo Shintaku Kabushiki Kaisha was brought to a standstill owing to the economic crisis. Now that affairs are improving, the promoters, after writing down the proposed capital to ¥50,000,000, are now carrying on negotiations with those who previously agreed to take up shares. It is expected that the plan will soon materialise.

**SOUTH MANCHURIAN COAL.**

The Fushan coal mine in Manchuria has been embarrassed by the existence of accumulated stocks of some 1,000,000 tons, and has now come to a decision to lessen the estimated output of 3,400,000 tons for the new fiscal year to 2,900,000 tons. The reason why such immense stocks have become idle is that the mine drew part of the supplies for its railway section from the Chikuho district at the time of last year's boom, while producing and reserving large quantities.

**ITALIAN TRADE HIT.**

Referring to the Italian industrial crisis, Deputy Olivetti, Secretary-General of the Confederation of Industry, in an interview with a news agency, has stated that a crisis is showing itself in Italy in a stoppage of the demand for products, which is attributable to the abstention of consumers, who are waiting for lower prices, and the competition of foreigners. Signor Olivetti believes that the control project is a menace to industry, and declares that the economic crisis threatens to become more difficult. Work at the Fiat factory is reduced to six hours daily, by agreement between the directors and the Internal Commission.

**HUSTER TOUR OF BRITAIN.**

Forty-two leading American drapers were due to arrive in London on April 25 for an exhaustive tour of Britain. Their coming follows a 20,000 miles tour of the United States by twenty English drapers last summer. They will be the guests of the Drapers' Chamber of Trade, and will make their headquarters at the Hotel Cecil. They will be in this country only 45 days, and are to be entertained by the Foreign Office, the Lord Mayor, the Drapers' Company, the Goldsmiths' Company, the Twenty Club, the Drapers' Chamber of Trade, Harrods, and many private people and large stores in London and the provinces. Then they have to surrender themselves to local Reception Committees in Derby, Nottingham, Birmingham, Sheffield, Leeds, York, Bradford, Manchester, Preston, Liverpool, Leicester, Edinburgh, Dundee, Aberdeen, Glasgow, and other towns, some of which have made arrangements covering several days.

**PROPOSAL FOR SINO-JAPANESE RAILWAY REVIVED.**

In 1916 a proposal was submitted to the Government by Mr. Wen Loo Kirin, backed by certain Japanese financiers, for the construction of a railway from Tien-paoshan, near Antung, to the Tumen River. A Sino-Japanese Company was to be formed with a capital of Yen 2,000,000, half of which was to be subscribed by the Chinese and the other half by the Japanese. It was proposed that the shares should be Yen 1,000 and that half of each share should be held by Chinese and the other half by Japanese. In that year the Government was adopting a pro-Japanese policy and the principle of the scheme was agreed to. Since then five years have passed and nothing further has been done in the matter, but it is now understood that Mr. Wen Loo Kirin, who recently arrived in Peking, recently intends to approach the Government again on the question. Owing to the complicated character of the proposed company, the Government will reconsider the whole scheme before any steps are taken.



